



The London Gazette.

Published by Authority.

FRIDAY, NOVEMBER 26, 1858.

War-Office, November 22, 1858.

THE Queen has been graciously pleased to give orders for the appointment of Samuel Petrie, Esq., Director of the Commissariat Department of Her Majesty's Army, to be an Ordinary Member of the Civil Division of the Third Class, or Companions, of the Most Honourable Order of the Bath.

War-Office, November 25, 1858.

The Queen has been graciously pleased to give orders for the appointment of the undermentioned Officer of the Army of His Imperial Majesty the Emperor of the French, to be an Honorary Member of the Military Division of the Third Class, or Companions, of the Most Honourable Order of the Bath, viz. :

M. Jean Nicolas Eugène Melchior, Major du Régiment d'Artillerie à pied de la Garde Impériale.

Whitehall, November 26, 1858.

The Queen has been pleased to direct letters patent to be passed under the Great Seal, granting the dignity of a Knight of the United Kingdom of Great Britain and Ireland unto Charles Clifford, Esq., the Speaker of the House of Representatives of the colony of New Zealand.

Foreign-Office, November 23, 1858.

The Queen has been graciously pleased to appoint Edward Herries, Esq., now Secretary to Her Majesty's Legation at Lisbon, to be Secretary to Her Majesty's Legation at Brussels.

The Queen has also been graciously pleased to appoint Henry Page Turner Barron, Esq., now Paid Attaché to Her Majesty's Legation at Brussels, to be Secretary to Her Majesty's Legation at Lisbon.

Foreign-Office, November 24, 1858.

The Queen has been pleased to approve of Mr. Henry Eugene Angelucci as Vice-Consul at Bombay for His Majesty the Emperor of the French.

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

I do hereby give notice, that the death of Thomas William Booker Blakemore, Esq., late a Member serving in this present Parliament for the county of Hereford, hath been certified to me in writing, under the hands of two Members serving in this present Parliament, and that I shall issue my warrant to the Clerk of the Crown to make out a new writ for the electing of a Member to serve in this present Parliament for the said county of Hereford, in the room of the said Thomas William Booker Blakemore, at the end of fourteen days after the insertion of this notice in the London Gazette.

Given under my hand this twenty-third day of November, 1858.

JOHN EVELYN DENISON, Speaker.

Whitehall, November 15, 1858.

The Queen has been pleased to give and grant unto Charles Bowles, of Langley Priory, in the county of Leicester, late Hindustani Professor in the East India Company's Seminary, at Addiscombe, in the county of Surrey, Her royal licence and authority that he and his issue may, in compliance with a direction contained in the last will and testament of his maternal uncle, John Shakespear, late of Langley Priory, aforesaid, Esquire, deceased, henceforth take and use the surname of Shakespear, in lieu of that of Bowles, and also bear the arms of Shakespear; such arms being first duly exemplified, according to the laws of arms, and recorded in the Herald's Office, otherwise the said licence and permission to be void and of none effect :

And also to command that the said royal concession and declaration be recorded in Her Majesty's College of Arms.

(1747)

*Board of Trade, Whitehall,
November 26, 1858.*

THE Right Honourable the Lords of the Committee of Privy Council for Trade and Plantations have received, through the Secretary of State for Foreign Affairs, a copy of a Despatch from Her Majesty's Consul-General at Tunis, reporting that the Government of that country has caused the port of Galipia to be opened for the importation and exportation of merchandize.

(1764)

*Board of Trade, Whitehall,
November 26, 1858.*

THE Right Honourable the Lords of the Committee of 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 Lisbon, reporting that the Board of Health at that capital has issued a Notification declaring the ports of Baltimore, Philadelphia, New York, and Boston, to be considered free from infection with the yellow fever.

*War-Office, Pall-Mall,
26th November, 1858.*

- 2nd Regiment of Dragoon Guards*, George Batley, Gent., to be Cornet, by purchase, vice Metcalfe, appointed to the 7th Light Dragoons. Dated 26th November, 1858.
- 4th Dragoon Guards*. The first Christian name of Lord Seymour, appointed to a Cornetcy, in the Gazette of the 29th October, 1858, is *Edward*, not *Louis*, as previously stated.
- 6th Dragoon Guards*, Lieutenant Frederick Augustus Weatherley to be Adjutant, vice Graham, who resigns the Adjutancy only. Dated 5th August, 1858.
- 7th Dragoon Guards*, Lieutenant James Vance Cleland to be Captain, by purchase, vice Goff, who retires. Dated 26th November, 1858.
- Cornet Edmund Molyneux to be Lieutenant, by purchase, vice Cleland. Dated 26th November, 1858.
- 7th Light Dragoons*, Cornet Edward Metcalfe, from the 2nd Dragoon Guards, to be Cornet, vice Steuart, promoted. Dated 26th November, 1858.
- Edmund Hegan Kennard, Gent., to be Cornet, by purchase, vice the Honourable C. Molyneux, promoted. Dated 26th November, 1858.
- 17th Light Dragoons*, George Berkeley Belcher, Gent., Accountant in the late Land Transport Corps, to be Paymaster, vice Bennett, who reverts to half-pay as Paymaster of a Depot Battalion. Dated 26th November, 1858.
- 4th Regiment of Foot*, Henry Albert Fuller, Gent., to be Ensign, without purchase, vice Hammond, promoted. Dated 26th November, 1858.
- 5th Foot*, George Todderick Beasley, Gent., to be Ensign, without purchase, vice Cooch, promoted. Dated 26th November, 1858.
- 8th Foot*, Ensign James Seager Wheeley to be Lieutenant, without purchase, vice Black, deceased. Dated 20th September, 1858.

Ensign Robert D. Forbes Shirreff to be Lieutenant, without purchase, vice Wheeler, whose promotion from the 94th Foot, as stated in the Gazette of the 1st October, 1858, has been cancelled. Dated 1st October, 1858.

Ensign John Coleberd Cooper to be Lieutenant, by purchase, vice Wheeley, whose promotion by purchase, on 15th October, 1858, has been cancelled. Dated 26th November, 1858.

13th Foot, Lieutenant Francis Drewé Edwards, from the 86th Foot, to be Lieutenant, vice Stewart, who exchanges. Dated 1st October, 1858.

14th Foot, Stainsby Henry Pigott, Gent., to be Ensign, without purchase, vice Francis Fox Robinson, superseded, being absent without leave. Dated 26th November, 1858.

16th Foot, Lieutenant John Pennefather, from the 72nd Foot, to be Lieutenant, vice Crane, who exchanges. Dated 26th November, 1858.

Ensign George Whitlam to be Lieutenant, by purchase, vice Hogge, promoted. Dated 26th November, 1858.

18th Foot, Charles Orchard Cornish, Gent., to be Ensign, without purchase. Dated 26th November, 1858.

20th Foot, Ensign Robert Foster-Melliar to be Lieutenant, by purchase, vice Carden, promoted. Dated 26th November, 1858.

21st Foot, Lieutenant John Finlay, from the 78th Foot, to be Captain, without purchase, vice Weekes, whose promotion from the 78th Foot, on the 10th September, 1858, has been cancelled. Dated 16th September, 1858.

37th Foot, Major Edward D. Atkinson to be Lieutenant-Colonel, by purchase, vice Brevet-Colonel Skelly, who retires. Dated 26th November, 1858.

Captain Robert Prescott Harrison to be Major, by purchase, vice Atkinson, Dated 26th November, 1858.

41st Foot, Montagu Thomas Ball Michell, Gent., to be Ensign, without purchase, vice Gwynne, promoted in the 20th Foot. Dated 26th November, 1858.

49th Foot, William Stevenson, Gent., to be Ensign, without purchase, vice Gilson, promoted in the 22nd Foot. Dated 26th November, 1858.

John Holmes, Gent., to be Ensign, without purchase, vice Dolmage, promoted in the 22nd Foot. Dated 27th November, 1858.

58th Foot, Lieutenant Henry Hingeston to be Instructor of Musketry. Dated 9th November, 1858.

65th Foot, Ensign Falcon Peter Leonard to be Lieutenant, without purchase, vice Wemyss, deceased. Dated 6th July, 1858.

71st Foot, Ensign James Hay Campbell to be Lieutenant, by purchase, vice Browne, promoted. Dated 26th November, 1858.

Lieutenant James Hay Campbell to be Adjutant, vice Cowburn, deceased. Dated 26th November, 1858.

Assistant-Surgeon John Warren, from the Staff, to be Assistant-Surgeon, vice Pirrie, who resigns. Dated 26th November, 1858.

72nd Foot, Lieutenant Henry Arthur Crane, from the 16th Foot, to be Lieutenant, vice Pennefather, who exchanges. Dated 26th November, 1858.

78th Foot, Lieutenant Alfred Wickham Pym Weekes to be Captain, without purchase, vice Foster, deceased. Dated 20th July, 1858.

Ensign Alexander Ewing to be Lieutenant, without purchase, vice Weekes. Dated 20th July, 1858.

Ensign Thomas Hinde Thompson to be Lieutenant, without purchase, vice Ewing, whose promotion on the 10th September, 1858, has been cancelled. Dated 10th September, 1858.

Henry Swanson, Gent., to be Ensign, without purchase, vice Thompson. Dated 26th November, 1858.

80th Foot, Samuel Pollock Muirhead, Gent., to be Ensign, without purchase, vice Keogh, promoted in 14th Foot. Dated 26th November, 1858.

86th Foot, Ensign Stephen William Sewell to be Lieutenant, without purchase, vice Coates, deceased. Dated 28th September, 1858.

Lieutenant Duncan Stewart, from the 13th Foot, to be Lieutenant, vice Edwards, who exchanges. Dated 1st October, 1858.

Ensign Charles Keane to be Lieutenant, without purchase, vice Sewell, whose promotion on 8th October, 1858, has been cancelled. Dated 8th October, 1858.

89th Foot, Augustus William Price, Gent., to be Ensign, without purchase, vice the Honourable W. H. B. Ogilvy, whose transfer from the 26th Foot, has been cancelled. Dated 26th November, 1858.

90th Foot. The second Christian name of Ensign Carleton, appointed on 12th November, 1858, is *Hone*, and not *Home*, as previously stated.

95th Foot, Captain John Wells Butt, from half-pay Unattached, to be Captain, repaying the difference, vice Brevet-Major Alexander J. J. Macdonald, who exchanges. Dated 26th November, 1858.

Lieutenant Charles Frederick Parkinson to be Captain, by purchase, vice Butt, who retires. Dated 26th November, 1858.

Ensign William Pearson to be Lieutenant, by purchase, vice Parkinson. Dated 26th November, 1858.

William George Remfry Herd, Gent., to be Ensign, by purchase, vice Pearson. Dated 26th November, 1858.

Gold Coast Artillery Corps, Lieutenant James T. W. Andrews to be Captain, without purchase, vice Craig, who retires upon half-pay. Dated 26th November, 1858.

Ensign and Adjutant Francis John Bolton to have the rank of Lieutenant. Dated 26th November, 1858.

Ensign Thomas G. Danger to be Lieutenant, without purchase, vice Andrews. Dated 26th November, 1858.

DEPOT BATTALION.

Captain Archibald J. Oliver Rutherford, 70th Foot, to be Instructor of Musketry. Dated 12th November, 1858.

ROYAL MILITARY COLLEGE.

Serjeant-Major John Davies to be Quartermaster. Dated 26th November, 1858.

UNATTACHED.

Brevet-Lieutenant-Colonel Charles Holden, from Captain, on half-pay Unattached, and Staff Officer of Pensioners, to be Major, without purchase. Dated 11th November, 1858.

BREVET.

Captain John Wells Butt, 95th Foot, to be Major in the Army. Dated 11th November, 1851.

Brevet-Major John Wells Butt, 95th Foot, to be Lieutenant-Colonel in the Army. Dated 26th October, 1858.

The following promotions to take place consequent on the promotion of Colonel Ord, of the Royal Engineers, to be Major-General, in succession to Major-General Sir William Reid, K.C.B., deceased :

Brevet-Lieutenant-Colonel Richard Blacklin, Captain on half-pay Unattached, to be Colonel. Dated 1st November, 1858.

Major William Wynne Lodder, 59th Foot, to be Lieutenant-Colonel. Dated 1st November, 1858.

Captain John Bayly, Royal Engineers, to be Major. Dated 1st November, 1858.

The following promotions to take place consequent on the death of Lieutenant-General Thomas Lightfoot, C. B., on 15th November, 1858 :—

Major-General Edward Byam, Colonel of the 18th Light Dragoons, to be Lieutenant-General. Dated 16th November, 1858.

Brevet-Colonel Henry Eyre, half-pay Unattached, Commandant at Chatham, to be Major-General. Dated 16th November, 1858.

Brevet-Lieutenant-Colonel Walter Campbell, Captain upon half-pay Unattached, and Staff Officer of Pensioners, to be Colonel. Dated 16th November, 1858.

Brevet-Major Bertram Charles Mitford, Captain upon half-pay Unattached, and Town Major of Malta, to be Lieutenant-Colonel. Dated 16th November, 1858.

Captain Pearson Scott Thompson, 14th Light Dragoons, to be Major. Dated 16th November, 1858.

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

Royal Anglesey Regiment of Light Infantry.

Adjutant E. O. Pearse to serve with the rank of Captain.

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

Royal Radnor Regiment of Militia.

Richard Winstanley Ormerod, Gent., to be Ensign, vice Edward Williams, appointed to the 69th Foot. Dated 4th November, 1858.

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

2nd Somerset Regiment of Militia.

Lieutenant Richard Marker to be Captain, vice Lumsden, resigned. Dated 20th November, 1858.

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

Dorset Regiment of Militia.

Ensign Robert Clayton Brown to be Lieutenant, vice Henning, deceased. Dated 17th November, 1858.

Commissions signed by the Lord Lieutenant of the County of Gloucester, and of the City of Gloucester, and County of the City of Gloucester, and of the City of Bristol, and County of the City of Bristol.

Royal North Gloucester Regiment of Militia.

Ensign Robert Baynes Reed to be Lieutenant, vice William Stevens Perry Keene, resigned. Dated 22nd November, 1858.

Ensign William Clarke to be Lieutenant, vice Thomas Hunt, resigned. Dated 23rd November, 1858.

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

1st Devon Regiment of Militia.

John Davie Ferguson Davie, late Captain in Grenadier Guards, to be Lieutenant-Colonel Commandant, vice Drewe, resigned. Dated 1st November, 1858.

Devon Militia Artillery.

Thomas Reynolds Arscott to be Second Lieutenant. Dated 20th November, 1858.

Whitehall, November 3, 1858.

The Right Honourable Sir Alexander Edmund Cockburn, Bart., Lord Chief Justice of Her Majesty's Court of Common Pleas, at Westminster, has appointed John Cronhelm, of Halifax, in the county of York, Gentleman, to be one of the Perpetual Commissioners for taking the acknowledgments of deeds to be executed by married women, under the Act passed for the abolition of fines and recoveries, and for the substitution of more simple modes of assurance, in and for the West Riding of the county of York.

NAVAL PRIZE MONEY.

Department of the Accountant-General of the Navy, Admiralty, Somerset House, November 22, 1858.

NOTICE is hereby given to all persons interested therein, that preparations are now making for the intended Distribution of the Award voted by Parliament for the destruction of Pirates in the China Seas by Her Majesty's ship Hornet on the 19th March, 1857.

Agents or other persons having any just and legal demand, unliquidated, against the said proceeds are required to transmit the particulars of any such demand to the Registrar of the High Court of Admiralty; in order that the same may be examined, taxed, and allowed by that Officer, and paid under the sanction of the Judge of the said Court.

Agents and all other persons holding powers of attorney, prize orders, assignments, or other instruments, by virtue of which they may be legally entitled to claim the share belonging to any captor, are requested, with as little delay as possible, to transmit the same, accompanied by the usual documents, to the Prize Branch of the Department of the Accountant-General of the Navy, Admiralty, Somerset-House.

Due notice will be given, by future advertisements in the London Gazette, of the date proposed for the commencement of distribution; and, at the same time, the amount of an individual's share in the respective classes will be announced.

NAVAL PRIZE MONEY.

Department of the Accountant-General of the Navy, Admiralty, Somerset House, November 25, 1858.

NOTICE is hereby given to all persons interested therein, that preparations are now being made for the intended distribution of the award for salvage services rendered to the merchant vessel Abyssinian, by Her Majesty's ship Tortoise, between the 16th May and 19th July, 1856.

Agents or other persons having any just and legal demand, unliquidated, against the said proceeds, are required to transmit the particulars of any such demand to the Registrar of the High Court of Admiralty, in order that the same may be examined, taxed, and allowed by that Officer, and paid under the sanction of the Judge of the said Court.

Agents and all other persons holding powers of attorney, prize orders, assignments, or other instruments, by virtue of which they may be legally entitled to claim the share belonging to any captor, are requested, with as little delay as possible, to transmit the same, accompanied by the usual documents, to the Prize Branch of the Department of the "Accountant-General of the Navy, Admiralty, Somerset-House."

Due notice will be given, by future advertisements in the London Gazette, of the date proposed for the commencement of distribution; and, at the same time, the amount of an individual's share in the respective classes will be announced.

THE AVERAGE PRICE OF BROWN OR MUSCOVADO SUGAR,

The Produce of the British Possessions in AMERICA, Computed from the RETURNS made in the Week ending the 23rd day of November, 1858,

Is *Twenty-seven Shillings and Four Pence Three Farthings* per Hundred Weight;

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

No Return of the Sale of BROWN or MUSCOVADO SUGAR, the Produce of the MAURITIUS, has been made 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-nine Shillings and Three Pence* per Hundred Weight;

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

Computed as above, and Exclusive of Duty,

Is *Twenty-seven Shillings and Six Pence* per Hundred Weight.

By Authority of Parliament,

WILLIAM RUCH,

Clerk of the Grocers' Company.

Grocers'-Hull, November 26, 1858.

NOTICE is hereby given, that a separate building, named the General Baptist Chapel, situated on the London-road, in the parish of Sutterton, in the county of Lincoln, in the district of Boston, being a building certified according to law as a place of religious worship, was, on the 4th day of November, 1858, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th William IV., cap. 85.

Witness my hand this 24th day of November, 1858.

Jno. Geo. Calthrop, Superintendent Registrar.

London and North Western Railway.

(Extension to Ossett, &c. ; New Lines between Dewsbury, Ossett, and Bradford, Wakefield and Leeds Railway ; Branch at Wakefield ; Purchase of Lands at Wakefield ; Power to use Bradford, Wakefield, and Leeds Railway, and to make working arrangements with that Company ; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, by the London and North Western Railway Company (hereinafter called "the Company"), for an Act for the following purposes, or some of them :

To authorize the Company to make and maintain the railways following, or one of them, with all proper stations, works, and conveniences connected therewith, namely,

A railway to commence by a junction with the London and North Western Railway, at or near the north end of the viaduct of the said railway at Dewsbury, in the township and parish of Dewsbury and West Riding of the county of York, thence to pass in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, viz., Dewsbury, Soothill, Soothill Upper otherwise Hanging Heaton, Soothill Nether otherwise Earl's Heaton, Ossett, and Ossett-cum-Gawthorpe, in the West Riding of the county of York, and to terminate in a field belonging to Joshua Whittaker, and in the occupation of Joshua Wilson, and adjoining a certain road called or known by the name of Intake-lane, in the township of Ossett otherwise Ossett-cum-Gawthorpe and parish of Dewsbury aforesaid.

A railway to commence by a junction with the last-mentioned intended railway at its proposed terminus near Intake-lane aforesaid, thence to pass in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, viz., Dewsbury, Wakefield, Ossett, Osset-cum-Gawthorp, Alverthorpe, Alverthorpe-cum-Thornes, Alverthorpe-cum-Thorpe, Wrenthorpe, and Stanley-cum-Wrenthorpe, and to terminate by a double junction with the Bradford, Wakefield, and Leeds Railway, one of such junctions being in or near to a certain garden belonging to George Lane Fox, Esquire, and in the occupation of George Roberts and Joseph Roberts, in the township of Wrenthorpe otherwise Stanley-cum-Wrenthorpe and parish of Wakefield, and the other of such junctions near to a certain field belonging to the Bradford, Wakefield, and Leeds Railway Company, and in the occupation of Jabez Briggs, in the township of Wrenthorpe otherwise Stanley-cum-Wrenthorpe and parish of Wakefield.

A railway to commence by a junction with the Bradford, Wakefield, and Leeds Railway, about fifty yards south of the booking offices at Wakefield, belonging to the Bradford, Wakefield, and Leeds Railway Company, and to terminate at or near the junction of that railway with the Lancashire and Yorkshire Railway, in the land at Wakefield proposed to be purchased by the Company as hereinafter mentioned, all in the town and parish of Wakefield.

To enable the Company to purchase by compulsion or agreement lands and buildings for station and other purposes connected with the railways and works of the Company, and also certain lands and buildings in the town and parish of Wakefield, near the station of the Bradford, Wakefield, and Leeds Railway Company, and

lying between the street in Wakefield called West-gate, and the turnpike-road called Wakefield-Ings Trust, and also certain lands and buildings on the south side of and adjoining the said turnpike-road, and lying between the said road and the said Bradford, Wakefield, and Leeds Railway, near the junction of the last-mentioned railway with the Lancashire and Yorkshire Railway in Wakefield aforesaid, all in the said West Riding, and to lay down rails and form junctions between the said lands and the railway of the Bradford, Wakefield, and Leeds Railway Company.

And by the said Act the following general powers, or some of them, will be conferred on the Company.

To levy tolls, rates, and duties in respect of the said railways, stations and works, and to grant exemptions from the payment of such tolls, rates, and duties.

To cross, stop up, alter, or divert, temporarily or permanently, all turnpike and other roads and highways, railways, tramways, aqueducts, canals, reservoirs, rivers, streams, brooks, pipes, waters, and watercourses which it may be necessary to cross, stop up, alter, or divert, for the purpose of carrying the intended Act into effect.

To vary or extinguish all existing rights and privileges in any manner connected with the lands, buildings, and other property proposed to be purchased, or taken, or interfered with 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 by the said Act power will be sought to enable the Company to run over and use, with their engines, carriages, and waggons, so much of the railway of the Bradford, Wakefield, and Leeds Railway Company as lies between the proposed junctions of the second mentioned intended railway with the Bradford, Wakefield, and Leeds Railway, and the termination of such last-mentioned railway at Wakefield, and to use the station there of the Bradford, Wakefield, and Leeds Railway Company, and to use all or any of the stations, watering places, sidings, platforms, booking or other offices, warehouses, buildings, or other conveniences belonging to the Bradford, Wakefield, and Leeds Railway Company between the places before mentioned, and to fix and determine the rates, tolls, and charges which shall be paid for the use of such portions of the said several railways, stations, works, and conveniences, or any of them ; and, if need be, to alter the tolls, rates, and charges now leviable in respect of the said Bradford, Wakefield, and Leeds Railway.

And by the said Act power will be sought to enable the Company and the Bradford, Wakefield, and Leeds Railway Company to enter into and to carry into effect such contracts or arrangements as may be agreed upon for the working, management, maintenance, and use by the Company of all or any portion of the railways, stations, and works of the Bradford, Wakefield, and Leeds Railway Company, and for the interchange, working, and direction of the traffic upon or over such railways or any of them, and upon or over the railways of the Company, and for the use on the said railways, or any portion of them, of the engines, carriages, trucks, and waggons of the Company, and for the payment and also the division or apportionment between the same Companies of the tolls, rates, and charges received in respect of such traffic, and of the costs and expenses of such working, management, or 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 it is intended by the said Act to enable the Company to apply their corporate funds, and if necessary to raise additional capital by the creation of new shares or stock, and by borrowing, or by either of those means, for all or any of the purposes aforesaid.

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 Bradford, Wakefield, and Leeds Railway Act, 1854," and of the following Acts relating to the London and North Western Railway Company; viz., Local and Personal Acts 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, 184, 192, 193, 204, 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, 131, 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; 16 and 17 Vic., caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vic., caps. 201 and 204; 18 and 19 Vic., caps. 172 and 194; 19 and 20 Vic., caps. 52, 69, and 123; 20 and 21 Vic., caps. 64, 98, and 108; 21 and 22 Vic., cap. 131.

And notice is hereby also given, that on or before the 30th day of November instant, a published map, plans, and sections, describing the lines and levels of the proposed works, and plans of the lands and property proposed to be taken under the powers of the intended Act, with books of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield; 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 works are proposed to be made, or in which the lands and property proposed to be taken are situate, together with a copy of this notice as published in the London Gazette, will be deposited on or before the said 30th day of November as follows, viz.: 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 23rd day of December in the present year.

Dated the 8th day of November, 1858.

Brooke, Freeman, and Bulley,
Huddersfield,
S. Carter,
Swift, Wagstaff, and Blenkinsop, 32, Great George-street, Westminster, } Solicitors.

Swansea Vale Railway Company.

(Further Capital and Borrowing Powers and Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to alter, amend, extend, and enlarge the powers and provisions, or some of the powers and provisions of "The Swansea Vale Railway Act, 1855," and "The Swansea Vale Railway Extension Act, 1856," and to empower the Swansea Vale Railway Company to raise further money for the purposes of their undertaking by the creation of new shares and by borrowing; and to regulate and alter the amount of the capital of the Company, and the number and amount of the shares therein, and to enable the Company, in case it should be deemed expedient, at any general meeting to attach to any shares already created or to be hereafter created, or to any classes of such shares, any guaranteed or fixed interest or dividend, and any preference or priority in payment of interest or dividend, or other special rights or privileges.

And notice is hereby given, that on or before the 23rd day of December next, printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1858.

Coke and Jones, Neath, Solicitors.

Weston-super-Mare Improvement and Market Acts.

(Amendments of Acts; extension of limits of Town; licensing Boatmen; further Powers for borrowing Money, and raising Money by Rates.)

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

1. To alter, amend, extend, enlarge, and repeal the provisions of "The Weston-super-Mare Improvement and Market Act, 1842," and "The Weston-super-Mare Improvement and Market Act, 1851," and particularly amongst other things to repeal so much of the Weston-super-Mare Improvement and Market Act, 1842, section 288, as provides that the owners and occupiers of certain property therein described, claimed to belong respectively to the trustees of the late Edward Long Fox, Doctor of Medicine, William Cox, Esquire, and the trustees of John Hugh Smith Pigott, Esquire, should be rated at a less rate in the pound than the owners and occupiers of other property within the limits of that Act.

2. To extend the provisions of such existing Acts to so much of the parish of Weston-super-Mare, as is not now included within the limits of the town of Weston-super-Mare; to grant more effectual provisions for paving, lighting, watching, cleansing, and otherwise improving the entire of the parish of Weston-super-Mare, and to provide that the town of Weston-super-Mare be co-extensive with such parish.

3. To restrict and prohibit boatmen, and masters of vessels, from plying for hire within the town without a license to be granted for that purpose, and for authorizing the granting of such licenses by the commissioners for carrying into execution the provisions of the said Acts, and of this Act, and regulating the amount to be paid for the hire, or other the use of such boats and vessels.

4. To extend the existing sewers, within the said town, and particularly by constructing a new sewer, with such culverts, reservoirs, and other works as may be necessary in connection with the

same, such new sewer commencing at or near a piece of land called "The Eight Acres and Allotment," referred to by the number 227, on the tithe map of the said parish, partly belonging to the said commissioners, and partly to the representatives of the late F. H. Syngé, Esq., and on a portion of which the sewage works now stand, in the said parish of Weston-super-Mare, passing from thence through or into other portions of the said parish, and the parish of Uphill, all in the county of Somerset, and terminating in the river Axe, in the said parish of Uphill, at or near a piece of land, commonly called or known by the name of the "Black Rock," and to discharge the sewage of the said town into such river, by means of such sewer.

5. To purchase compulsorily or by agreement, the whole or certain parts of certain waste land or sea beach, situate in front of the sea, in the said parish of Weston-super-Mare, and also by agreement, lands and houses, and to vest such waste land or sea beach, lands and houses, so to be purchased, in the commissioners for carrying into execution the provisions of such Act, for the use and benefit of the inhabitants of the town; also to purchase, compulsorily or by agreement, lands and houses for the purposes of such sewer, culverts, reservoirs, and other works connected with the same.

6. To authorize an additional sum of money to be borrowed or raised on the credit of the rates authorized to be collected by the existing Acts, and to be collected under the authority of the intended Act.

7. To alter the rates authorized to be collected by the existing Acts, and to authorize other and additional rates, tolls and duties to be respectively levied on the owners and occupiers of property within the parish of Weston-super-Mare, and to

authorize the imposition of a fee, rate, or duty, in respect of licenses to be granted to boatmen and masters of vessels.

8. To confer, vary, and extinguish exemptions from payment of tolls, rates, and duties, and to confer, vary, and extinguish other rights or privileges.

9. To incorporate all or some of the provisions of "The Lands Clauses Consolidation Act, 1845;" "The Towns Improvement Clauses Act, 1847;" "The Town Police Clauses Act, 1847;" and "The Harbours, Docks, and Piers Clauses Act, 1847."

And notice is hereby also given, that on or before the 30th day of November, 1858, there will be deposited for public inspection, at the office of the Clerk of the Peace, for the county of Somerset, at his office at Wells, duplicate plans of the said waste land or sea beach, also duplicate plans and sections, describing the line and levels of the said intended sewer, and the lands in or through which the same will be made, with a book of reference to such plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of the same, with a copy of this notice, as published in the London Gazette, and a copy of so much of the said plans, sections, and book of reference as relates to each of the said parishes of Weston-super-Mare and Uphill, and a copy of this notice, published as aforesaid, will on or before the same day, be deposited with the respective parish clerks of such parishes, at their respective residences; and that on or before the 23rd day of December, 1858, printed copies of the proposed Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 28th day of October, 1858.

William Smith, Weston-super-Mare,
Solicitor for the Bill.

AN ACCOUNT of the LIABILITIES and ASSETS of the UNITY JOINT STOCK MUTUAL BANKING ASSOCIATION, on 31st October, 1858, published pursuant to the Act to regulate Joint Stock Banks in England.

<i>Liabilities.</i>			<i>Assets.</i>		
	£	s. d.		£	s. d.
To Paid up Capital	164,760	0 0	By Cash in Hand; Bills dis-		
To Amount due on current and			counted; Loans to Customers;		
other Accounts	100,836	16 9	Investments in Bank Pre-		
			misses; &c.	265,596	16 9
	£265,596	16 9			

Chief Office, 10, Cannon-street, City,
31st October, 1858.

Jos. W. Terry, General Manager.

AGRA AND UNITED SERVICE BANK (Limited).
Statement of ASSETS and LIABILITIES to 31st October, 1858.

<i>Liabilities.</i>			<i>Assets.</i>		
	£	s. d.		£	s. d.
Paid-up Capital	1,000,000	0 0	Cash Balances	520,958	10 5
Reserve Fund	164,535	13 0	Government Securities (in-		
Floating Deposits	481,158	7 9	cluding Reserve Fund) ...	379,487	1 7
Fixed Deposits	885,723	10 4	Discounts, Loans, Credits ...	1,241,780	4 1
Branches in Exchange with			Branches (Internal Exchange)	529,444	1 8
London	106,866	9 10			
London in Exchange with					
India and China	21,102	19 9			
Profit and Loss	12,282	17 1			
	£2,671,669	17 9		£2,671,669	17 9

Francis R. Neilson, General Manager.

N.B.—This statement does not include the Branches' accounts to a later date than 8th October, 1858.

SUPPLEMENT TO

AN ACCOUNT, pursuant to the Act seventh and eighth Victoria, cap. 32, of the Average Amount of BANK NOTES, of the several Banks of Issue in ENGLAND and WALES, in Circulation during the Week ending Saturday the 13th day of November, 1858.

The under-mentioned Parties having omitted to transmit their Accounts in proper time to be inserted in the Gazette of Tuesday the 23rd day of November, 1858.

Name, Title, and Principal Place of Issue.				Average Amount.
				£
Burlington and Driffield Bank	...	Burlington	Harding, Smith, and Co.	12,011
Monmouth Old Bank	...	Monmouth	Bromage, Snead, and Co.	13,412
Stourbridge and Kidderminster Banking Company	...	Stourbridge	...	48,163

J. MICHAEL, Acting Registrar of Bank Returns.

Inland Revenue, Somerset House, November 25, 1858.

BANK OF ENGLAND.

AN ACCOUNT, pursuant to the Act 7th and 8th Victoria, cap. 32, for the Week ending on Wednesday the 24th day of November, 1858.

ISSUE DEPARTMENT.

	£.		£.
Notes issued	32,609,480	Government Debt	11,015,100
		Other Securities	3,459,900
		Gold Coin and Bullion	18,134,480
		Silver Bullion	—
	<u>£32,609,480</u>		<u>£32,609,480</u>

Dated the 25th day of November, 1858.

M. Marshall, Chief Cashier.

BANKING DEPARTMENT.

	£		£
Proprietors' Capital	14,553,000	Government Securities (including Dead Weight Annuity)	10,808,591
Rest	3,153,368	Other Securities	15,323,774
Public Deposits (including Exchequer, Savings Banks, Commissioners of National Debt, and Dividend Accounts)	7,671,799	Notes	12,251,030
Other Deposits	12,820,861	Gold and Silver Coin	645,850
Seven day and other Bills	830,217		
	<u>£39,029,245</u>		<u>£39,029,245</u>

Dated the 25th day of November, 1858.

M. Marshall, Chief Cashier.

LIABILITIES and ASSETS of the CITY BANK, on 31st October, 1858.

Dr.	£	s.	d.	Cr.	£	s.	d.
To Amount of Capital paid up	300,000	0	0	By Exchequer Bills and East India Bonds	253,829	16	2
To Amount of Reserved Fund	30,000	0	0	By Bills discounted, Loans, Building Expences, Cash, &c.	1,646,327	8	10
To Amount due by the Bank on current and other Accounts...	1,570,157	5	0				
	<u>£1,900,157</u>	<u>5</u>	<u>0</u>		<u>£1,900,157</u>	<u>5</u>	<u>0</u>

Threadneedle-street, London,
20th November, 1858.

A. J. White, Manager.

AN ACCOUNT of the Importations and Exportations of Bullion and Specie registered in the Week ended 24th November, 1858.

Countries from which Imported.	Imported into the United Kingdom.					
	GOLD.			SILVER.		
	Coin.	Bullion.	Total.	Coin.	Bullion.	Total.
	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.
Russia	51,000	...	51,000	...	...	...
Hansetowns ... ..	...	...	...	...	66,400	66,400
Belgium	200	...	200	32,600	...	32,600
France	670	...	670	6,800	433,400	440,200
United States	6,909	...	6,909	6,360	...	6,360
South America and West Indies	2,951	21,103	24,054	77,820	289,096	366,916
Other Countries'	46	...	46	2,030	...	2,030
...
...
...
...
...
Aggregate of the Importations registered in the Week ... }	61,776	21,103	82,879	125,610	788,896	914,506
Approximate Value of the said Importations computed at the rates specified below ... }	£ 238,620	£ 73,860	£ 312,480	£ 31,692	£ 216,946	£ 248,638
Rates of Valuation, per ounce	£ s. d. 3 10 0 to 3 17 10½	£ s. d. 3 10 0	...	s. d. 5 0½ to 5 1½	s. d. 5 6	...

Countries to which Exported.	Exported from the United Kingdom.							
	GOLD.				SILVER.			
	Coin.		Bullion.	Total.	Coin.		Bullion.	Total.
	British.	Foreign.			British.	Foreign.		
	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	
Holland ... ..	...	...	...	...	25,200	...	25,200
France ... ..	...	400	185,160	185,560	10,200	2,800	13,000
Turkey	77,047	...	...	77,047	...	...	...
Egypt	2,912	...	...	2,912	82,564	497,140	579,704
United States ... ..	...	12,750	...	12,750	1,600	...	1,600
Other Countries'	325	...	...	325	...	...	...
...	
...	
...	
...	
Aggregate of the Exportations registered in the Week }	80,284	13,150	185,160	278,594	119,564	499,940	619,504	
Approximate Value of the said Exportations computed at the rates specified below ... }	£ 312,606	£ 50,792	£ 729,067	£ 1,092,465	£ 30,141	£ 137,484	£ 167,625	
Rates of Valuation, per ounce	£ s. d. 3 17 10½	£ s. d. 3 17 3	£ s. d. 3 18 9	...	s. d. 5 0½	s. d. 5 6	...	

NOTE.—The foregoing account includes considerable quantities of gold and silver, which were imported and exported between the 21st ultimo and the 10th instant, such imports and exports having been first notified to this office since the publication of the last weekly return.

Office of the Inspector-General of Imports and Exports,
Custom House, London, 25th November, 1858.

JOHN A. MESSENGER,
Inspector-General of Imports and Exports.

Received in the Week ended
November 20, 1858.

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	306	4	608 10 0	276	0	474 5 0	40	0	45 17 6									
Poole	68	0	135 4 0	63	0	108 0 0	8	0	11 12 0									
Exeter	82	4	172 5 10	72	2	128 3 0												
Barnstaple				82	0	130 1 8												
Plymouth																		
Totness	27	4	59 5 0	7	4	11 5 0												
Tavistock	71	0	151 15 9	89	0	146 15 6	58	0	66 0 0									
Kingsbridge	None		Sold.															
Oakhampton	156	2	331 0 0				53	2	53 14 0									
Tiverton				17	4	30 1 0												
Honiton	25	0	53 15 0	44	3	70 11 3												
Truro	47	5	97 15 0	93	6	128 15 0												
Bodmin	186	3	379 0 6	64	4	86 11 4	56	3	63 18 4									
Launceston	115	4	231 7 8	53	6	83 2 6	75	0	79 15 3									
Redruth	None		Sold.															
Helstone	64	1	131 15 6	30	0	44 0 0												
St. Austell	83	5	171 18 6	54	3	73 2 6	7	4	8 10 0									
Falmouth	None		Sold.															
Callington																		
Liskeard	24	6	49 6 6	41	0	57 8 0	49	1	52 10 6									
St. Columb	11	2	23 15 0	3	6	5 5 0												
Bristol	476	1	885 0 6	706	2	1280 14 5	497	6	545 11 5				42	0	83 10 0	26	6	59 4 0
Taunton	513	4	1104 1 4	581	6	1056 6 6							11	0	22 0 0			
Wells	None		Sold.															
Bridgewater	348	4	740 0 4	95	0	157 0 0	270	7	352 2 9				123	1	253 2 1	75	0	178 15 0
Frome	41	0	81 5 0	40	0	62 0 0												
Chard	27	4	55 13 4	1732	4	2915 5 0							71	0	144 10 2			
Somerton	238	4	484 12 0										87	4	174 4 0			
Shepton Mallett	None		Sold.															
Wellington	None		Sold.															
Wiveliscomb				148	7	249 16 8												
Monmouth	25	5	48 10 0	13	6	22 15 4	3	6	5 8 9									
Abergavenny	42	1	82 17 7	72	4	117 13 2												
Chepstow	83	6	160 2 6	237	4	392 0 0												
Pontipool	32	4	63 12 11	56	0	94 5 4												
Newport	None		Sold.															
Gloucester	942	4	1904 0 4										30	0	64 8 4			
Cirencester	839	0	1638 18 0	848	0	1448 16 0	12	0	13 4 0				17	0	40 8 6	28	0	56 0 0

Received in the Week ended
November 20, 1858.

MARKETS.	WHEAT.						BARLEY						OATS.						RYE.						BEANS						PEAS.					
	Quantities.		Price.				Quantities.		Price.				Quantities.		Price.				Quantities.		Price.				Quantities.		Price.									
	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.						
Tetbury	45	0	92	10	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Stow-on-the-Wold	231	0	464	2	6	98	0	155	17	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Tewkesbury	202	4	419	17	8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Cheltenham	—	—	—	—	—	153	4	266	4	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Dursley	—	—	—	—	—	108	0	177	19	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Northleach	10	0	20	0	0	156	4	258	8	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Stroud	257	4	531	6	8	55	0	78	10	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Hereford	None		Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Leominster	—	—	—	—	—	9	0	14	0	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Kington	33	1	64	0	10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Worcester	615	3	1296	19	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Bromsgrove	153	0	316	16	4	7	0	10	10	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Kidderminster	170	7	340	11	3	158	0	284	7	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Stourbridge	466	1	1002	14	8	155	2	279	12	8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Evesham	None		Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Shrewsbury	377	4	720	8	6	571	6	979	18	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Ludlow	11	2	21	11	3	55	5	93	10	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Newport	—	—	—	—	—	27	2	47	3	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Oswestry	304	0	605	15	11	94	0	154	12	8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Wellington	53	7	103	0	6	152	7	256	13	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Wenlock	55	5	108	8	0	46	1	68	11	8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Whitchurch	None		Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Market Drayton	None		Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Stafford	82	1	170	2	0	75	6	132	2	3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Burton-on-Trent	27	4	55	15	6	1121	0	2228	14	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Lichfield	None		Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Newcastle-under-Lyne	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Stone	13	7	28	16	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Uttoxeter	112	0	229	19	6	11	4	18	0	0	6	0	7	4	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Walsall	238	0	520	8	9	109	0	194	13	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Wolverhampton	419	0	890	18	0	442	0	811	1	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Chester	156	2	300	0	0	—	—	—	—	—	24	4	23	12	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Nantwich	207	4	389	8	9	29	0	50	10	0	19	2	18	0	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Middlewich	165	4	337	17	11	—	—	—	—	—	78	1	90	16	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Four-Lane-Ends	41	4	86	16	8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Congleton	None		Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Macclesfield	—	—	—	—	—	40	0	84	0	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Stockport	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						

MARKETS.	WHEAT.			BARLEY.			OATS.			RYE.			REANS.			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	50	4	108 11 0	63	0	108 1 6	20	0	19 0 0	—	—	—	—	—	—	—	—	—
Diss	275	4	579 2 9	403	0	732 11 3	—	—	—	—	—	—	3	4	7 0 0	—	—	—
East Dereham	423	0	868 0 6	1167	4	2002 11 3	—	—	—	—	—	—	21	4	49 7 6	—	—	—
Harleston	355	5	731 8 1	617	4	1074 7 9	6	0	8 14 0	—	—	—	—	—	—	—	—	—
Holt	111	4	225 16 0	154	1	226 19 7	12	4	14 7 6	—	—	—	—	—	—	—	—	—
Aylesham	15	6	30 9 6	170	5	238 13 4	—	—	—	—	—	—	—	—	—	—	—	—
Fakenham	545	0	1113 13 9	1667	0	2610 12 6	145	0	177 0 0	—	—	—	17	4	39 15 0	—	—	—
Northwalsham	214	6	424 2 9	940	4	1475 1 6	—	—	—	—	—	—	—	—	—	—	—	—
Swaffham	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Lincoln	3657	0	7652 13 6	2296	0	4041 2 0	236	0	269 0 0	—	—	—	15	0	32 5 0	150	0	321 8 0
Gainsborough	981	4	1901 3 6	197	4	319 19 3	10	0	11 5 0	—	—	—	—	—	—	—	—	—
Glanfordbridge	1473	0	3642 14 6	1570	0	2620 11 0	—	—	—	—	—	—	—	—	—	—	—	—
Louth	1612	0	3206 18 0	1618	0	2724 6 6	128	0	129 18 0	—	—	—	—	—	—	—	—	—
Boston	3841	4	7722 15 6	484	0	736 4 6	357	0	390 19 0	—	—	—	321	0	738 12 0	11	0	24 13 0
Sleaford	79	0	158 10 0	32	0	49 5 0	130	0	157 0 0	—	—	—	6	0	14 11 0	216	0	542 15 0
Stamford	1349	0	2714 11 0	1474	0	2651 17 3	82	0	117 18 0	—	—	—	23	0	53 13 0	—	—	—
Spalding	1515	0	3018 19 6	—	—	—	130	0	146 10 0	—	—	—	73	0	165 8 0	6	0	15 0 0
Barton-on-Humber	—	—	—	222	0	373 1 0	—	—	—	—	—	—	—	—	—	—	—	—
Bourne	98	0	184 14 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Grantham	1023	0	2034 17 9	1498	0	2723 0 6	—	—	—	—	—	—	—	—	—	—	—	—
Grimsby	67	0	136 7 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Horncastle	703	0	1399 6 6	1059	0	1735 0 6	—	—	—	—	—	—	—	—	—	—	—	—
Market Raisin	247	4	500 10 0	264	0	405 4 0	—	—	—	—	—	—	—	—	—	—	—	—
Caistor	—	—	—	80	0	131 10 0	—	—	—	—	—	—	—	—	—	—	—	—
Alford	489	0	958 0 0	238	0	398 11 0	—	—	—	—	—	—	17	0	36 18 0	—	—	—
Holbech	49	4	98 19 6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Long Sutton	117	0	232 19 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Nottingham	841	0	1808 0 0	752	0	1341 11 0	6	0	6 12 0	—	—	—	110	0	265 10 0	29	0	108 15 0
Newark	1482	0	3081 14 8	1888	4	3482 8 6	—	—	—	—	—	—	27	0	60 1 6	10	0	21 10 0
Mansfield	147	7	319 19 6	290	4	515 6 0	—	—	—	—	—	—	—	—	—	—	—	—
Retford	45	0	95 15 0	56	4	100 16 0	—	—	—	—	—	—	—	—	—	—	—	—
York	889	5	1835 1 4	1413	0	2139 7 3	100	0	99 5 0	—	—	—	—	—	—	—	—	—
Leeds	3440	1	7132 13 8	2306	2	3932 0 3	344	0	405 8 0	—	—	—	11	2	27 7 10	30	2	82 1 6
Wakefield	4321	6	9410 1 8	1201	0	2094 11 6	20	0	24 10 0	—	—	—	114	2	266 4 6	—	—	—
Bridlington	210	0	387 15 0	70	0	103 10 0	—	—	—	—	—	—	55	0	123 0 0	—	—	—
Beverley	303	0	580 6 0	12	0	419 16 0	35	0	35 5 10	—	—	—	—	—	—	—	—	—
Howden	168	0	337 0 0	125	0	196 0 0	10	0	10 0 0	—	—	—	—	—	—	—	—	—
Sheffield	214	5	458 4 9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Received in the Week ended November 20, 1858.

No. 22204.	Received in the Week ended November 20, 1858.																				
	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.	
Belford	68	0	131	9	4	198	4	272	4	8	—	—	—	—	—	—	—	—	—	—	
Hexham	62	1	129	3	4	30	5	49	2	6	16	0	22	13	4	—	—	—	—	—	
Newcastle	1155	0	2397	18	9	147	2	200	4	9	106	2	119	3	8	25	0	51	13	9	
Morpeth	380	0	787	5	3	6	0	9	0	0	57	0	61	19	3	—	—	—	7	4	
Alnwick	313	6	611	12	0	70	6	95	17	2	56	3	61	13	2	10	0	21	5	0	
Berwick	279	0	547	14	4	832	3	1160	17	8	89	2	95	14	8	—	—	—	—	—	
Durham	121	0	236	16	3	80	4	122	4	3	—	—	—	—	—	—	—	—	—	—	
Stockton	57	4	118	18	0	—	—	—	—	—	2	4	2	10	0	—	—	—	—	—	
Darlington	94	6	201	3	8	12	0	19	13	7	—	—	—	—	—	—	—	—	—	—	
Sunderland	1262	2	2660	12	4	203	0	322	3	0	55	3	64	11	4	15	4	34	0	0	
Barnard Castle.....	174	0	388	7	6	23	6	38	5	10	1	4	2	0	0	7	0	17	10	0	
Wolsingham	99	4	211	17	0	29	2	47	13	0	47	2	61	12	3	—	—	—	—	—	
Mold	6	4	13	9	7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Denbigh	147	1	262	4	3	43	5	57	7	6	6	5	6	10	0	—	—	—	—	—	
Wrexham.....	151	4	292	15	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Cardarvon	—	—	—	—	—	60	0	81	0	0	—	—	—	—	—	—	—	—	—	—	
Bangor.....	3	7	8	0	0	33	6	50	0	0	44	2	36	5	0	—	—	—	—	—	
Llangefni.....	None		Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Corwen	None		Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Weishpool	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Newtown	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Haverfordwest.....	16	6	30	5	0	219	4	330	14	2	580	6	485	1	2	—	—	—	—	—	
Cardmarthen	86	7	173	0	10	210	4	318	17	4	330	0	325	12	2	—	—	—	—	—	
Llandillo	None		Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Swansea	28	7	63	3	0	5	5	9	0	0	—	—	—	—	—	—	—	—	—	—	
Cowbridge	95	0	197	0	0	118	6	210	0	0	—	—	—	—	—	—	—	—	—	—	
Cardiff	42	1	92	10	1	75	0	116	2	0	—	—	—	—	—	—	—	—	—	—	
Brecon	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Knighton	None		Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Grand Total.....	103981	7	—	—	—	98839	5	—	—	—	9402	0	—	—	—	144	5	—	—	—	
General Weekly Average	—	—	41	2	744	—	—	35	1	652	—	—	22	11	271	—	—	32	4	031	—
Aggregate Average of Six Weeks	—	—	42	2	—	—	—	35	5	—	—	—	23	0	—	—	—	31	9	—	—
																					44 11

Corn Department, Board of Trade.

Published by Authority of Parliament.

HENRY FENTON JADIS, Comptroller of Corn Returns.

North London, Paddington, Richmond, Hampton Court, and Kingston Railway.

(Incorporation of Company for making railways from the North and South Western Junction Railway and the Great Western Railway, and the Great Western and Brentford Railway to Richmond, Hampton Court, and Kingston: power to make working arrangements with other Companies; running powers over the Great Western and Brentford Railway; provisions as to the use of stations, &c., of the London and South Western Railway and the North and South Western Junction Railway, and also as to transmission, &c., of traffic; amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for leave to introduce a Bill, and to pass an Act to make and maintain the railways hereinafter mentioned, or some of them, or some part or parts thereof, together with all proper stations, works, conveniences, and approaches connected therewith (that is to say):—

1. A railway commencing by a junction with the North and South Western Junction Railway, in the parish of Ealing, in the county of Middlesex, at or near the point of junction of the said railway with the loop line of the London and South Western Railway, at or near the Kew station of the said North and South Western Junction Railway, and terminating at or near a point about 10 chains measured along the loop line of the London and South Western Railway, north eastward from the bridge which carries the road from the Coach and Horses public house at Brentford end to Sion Hill, over the said loop line, in the parish of Isleworth, and which said intended railway will pass from, in, through, or into the several parishes, extra-parochial, and other places following, or some of them—viz., Ealing, New Brentford, Hanwell, Old Brentford, and Isleworth, all in the county of Middlesex.

2. A railway commencing by a junction with the Great Western and Brentford Railway at or near a point about 19 chains north-west of the bridge which carries the said Great Western and Brentford Railway over the loop line of the London and South Western Railway in the parish of Isleworth, and terminating on the south side of the road leading from Isleworth to Richmond, at a point about 20 chains from Richmond bridge, in the parish of Twickenham, and which said last mentioned intended railway will pass from, in, through, or into the parishes or places of Isleworth and Twickenham, or one of them, in the county of Middlesex.

3. A railway commencing by a junction with the said last mentioned intended railway (No. 2), in or near a field belonging to Robert Pulsford, Esq., and in the occupation of George and Henry Knevet, numbered 112, in the parish of Isleworth, on the plans to be deposited, as hereinafter mentioned, and terminating in or near a field belonging to Charles James Freake, and in the occupation of Richard Gunner, and numbered 100, in the parish of Twickenham, on the said plans hereinafter mentioned, as intended to be deposited, and which said last mentioned intended railway will be wholly situate in the said parishes or places of Isleworth and Twickenham.

4. A railway commencing by a junction with the last mentioned intended railway (No. 3) at its point of termination in the parish of Twickenham, in the county of Middlesex, and terminating in or near a field belonging to John Turner, and in the occupation of Jacob Hoare, in the parish of East Moulsey, in the county of Surrey, about 30 yards from the foot of the bridge across the River Thames, at Hampton Court, numbered 20 in the

parish of East Moulsey on the plans, to be deposited as hereinafter mentioned, and which said last mentioned intended railway will pass from, in, through, or into the several parishes and places of Twickenham, Teddington, and Hampton, in the county of Middlesex, and East and West Moulsey, in the county of Surrey, or some of them.

5. A railway commencing by a junction with the last-mentioned intended railway (No. 4), at a point about twenty-three chains from its termination in the parish of East Moulsey, and terminating by a junction with the Hampton Court branch of the London and South Western Railway, at a point about seventeen chains from the station at Hampton Court, in the said parish of East Moulsey, and which said last-mentioned intended railway will be wholly situate in the said last-mentioned parish.

6. A railway commencing by a junction with the said intended railway (No. 3) at its point of termination in the said parish of Twickenham, and terminating at Kingston, in a field belonging to Samuel Matthews, and in the occupation of Charles Phillips, and numbered 2 in the parish of Kingston on the plans to be deposited as hereinafter mentioned, and which said last-mentioned intended railway will pass from, through, or into the several parishes and places of Twickenham, Teddington, Hampton Wick, and Hampton, in the county of Middlesex, and in Kingston, in the county of Surrey, or some of them.

7. A railway commencing by a junction with the said intended railway (No. 3) in a market garden belonging to Sarah Ginman and Thomas Longhurst, trustees of William Allsop, deceased, and in the occupation of Daniel Alexander, and numbered 30 in the said parish of Twickenham on the plans to be deposited as hereinafter mentioned, and terminating by a junction with the Windsor branch of the London and South Western Railway, about ten chains on the west side of the Twickenham station, also in the said parish of Twickenham, and which said intended railway will be wholly situate in the said parish.

8. A railway commencing by a junction with the said intended railway (No. 3), in a market garden belonging to Robert Pulsford, and in the occupation of Henry and George Knevet, numbered 3 in the parish of Twickenham, on the plans to be deposited as hereinafter mentioned, and terminating by a junction of the said intended railway (No. 2) in a market garden belonging to George Cole, and in the occupation of Henry and George Knevet, and numbered 7 in the said parish of Twickenham, on the plans to be deposited as hereinafter mentioned, and which said intended railway will be wholly situate in the last-mentioned parish.

9. A railway commencing by a junction with the said intended railway (No. 2) in a field belonging to his Grace the Duke of Northumberland, and in the occupation of Walter Stanborough, and numbered 79 in the parish of Isleworth, on the plans to be deposited as hereinafter mentioned, and terminating by a junction with the loop-line of the London and South Western Railway at a point about twenty-six chains west of the Isleworth and Spring-grove station, in the said parish of Isleworth, and which said last-mentioned intended railway will be wholly situate in the parish of Isleworth aforesaid.

10. A railway commencing by a junction with the Great Western Railway at a point about forty-six chains east of the Hanwell station, and terminating by a junction with the Great Western and Brentford Railway at or near where the occupation road (belonging to the Earl of Jersey) from Wykegreen crosses the said Great Western and Brentford Railway in the said parish of Isleworth, and which last-mentioned intended railway will pass from, through, or into the several parishes and places

of Hanwell, Ealing, Isleworth, Drayton, New Brentford, and Norwood, or some of them, all in the county of Middlesex.

And it is intended by the said Act to take powers to make lateral deviations from the lines of the proposed railways and works to the extent of or within the limits defined upon the plans hereinafter mentioned, and to cross, divert, alter, or to stop up, whether temporarily or permanently, all such roads, highways, streets, bridges, works, mines, streams, rivers, sewers, mainpipes, drains, canals, navigations, railways, and tramways within the said parishes, townships, and extra-parochial and other places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up for the purposes of the said intended railways and works.

And it is also intended by the said Act to incorporate a Company for the purpose of constructing, maintaining, working, and carrying into effect the proposed railways and works, or some of them, or some part or parts thereof, to take powers to purchase lands and houses by compulsion or agreement, and to vary or extinguish rights and privileges in any manner connected with the lands or houses proposed to be taken for the purposes of the said railways and works, and also to levy tolls, rates, and duties upon, or in respect of the said railways and works, and to alter, vary, or extinguish existing tolls, rates, and duties, and to confer, vary, and extinguish other rights and privileges.

And it is also proposed by the said Act to enable the Company to be incorporated as aforesaid, and the North and South Western Junction Railway Company, the London and North Western, the London and South Western, the North London, the Hampstead Junction, the Great Western, and the Great Western and Brentford Railway Companies, or any or either of them, to enter into and carry into effect any agreements and arrangements which they may have made, or shall make with respect to the working, use, management, construction, and maintenance of the undertaking authorised by the said intended Act, or any part thereof, and with respect to the payment or contribution by and between the said Companies, or any or either of them towards the costs, charges, and expenses of such working, use, management, construction, and maintenance, and to authorise such last-mentioned Companies, or any or either of them, to work and use the said intended railways or any part thereof, and to regulate and manage the traffic thereon, and to agree with the Company to be incorporated for the payment of certain tolls or sums of money for the use of the said railways, or for the apportionment of the tolls and fares received on the intended railways, or the payment of fixed sums in lieu thereof.

And it is also proposed to empower the before-mentioned Companies, or any or either of them, to contribute towards and hold shares in the capital of the Company to be incorporated, or otherwise to contribute funds towards the proposed undertaking, and for that purpose to raise additional moneys by the creation of shares with or without preference, or by mortgage or bonds, or partly by shares and partly by mortgage.

And it is also intended by the said Act to empower the Company so to be incorporated, and all persons and corporations lawfully using the intended railways, or any part thereof, their officers and servants, to run over, work, and use with engines and carriages of every description, and for the purposes of their traffic, upon such terms (as in default of agreement) shall be settled by the Board of Trade or by arbitration, the whole or any part of the railway stations, watering places, engines, sidings, machinery, works, and conveniences of the Great Western and Brentford Railway Company,

their lessees and assigns; and also to use the stations, works, and conveniences of the Great Western and Brentford Railway, the North and South Western Junction Railway, and of the London and South Western Railway, or any or either of them, 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 provision will also be made in the said intended Act for requiring the Great Western Company, the Great Western and Brentford Railway Company, the North and South Western Junction Railway Company, the North London Railway Company, the London and North Western Railway Company, and the London and South Western Railway Company respectively, to grant all proper and reasonable facilities for the transmission of, and to transmit upon and along their respective railways, or any part thereof, all traffic which having passed over the said intended railways, or any part thereof, may be tendered to them respectively for transmission along their own railways, or any part thereof, or which may be tendered to them for transmission along their own railways, or any part thereof, for the purpose of being afterwards conveyed on and along the said intended railways, or any part thereof, upon and subject to such rules and regulations, and upon payment of such tolls, rates, and charges, as shall in case of disagreement be settled by arbitration or otherwise, or as may be fixed and determined in and by the said intended Act.

And it is intended to incorporate with the said Act, "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Railways Clauses Consolidation Act, 1845," or some part or parts thereof.

And notice is hereby further given, that on or before the 30th day of November inst., maps, plans, and sections describing the directions, line, and levels of the said intended railways and works, and the lands which may be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and 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 respective Clerks of the Peace for the counties of Middlesex and Surrey, at their respective offices at Clerkenwell and Lambeth, in the said counties, and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and books of reference as relates to each 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, 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 so far as may be necessary for carrying into effect all or any of the above objects, it is intended to alter, amend, extend, vary, and enlarge or repeal all or some of the powers and provisions of "The Great Western and Brentford Railway Act, 1855," and "The Great Western and Brentford Railway Amendment Act, 1857," and the several Acts of Parliament relating to the North and South Western Junction Railway, the London and South Western Railway, the London and North Western Railway, the Hampstead Junction Railway, the Great Western Railway, and the North London Railway Companies.

And notice is hereby also given, that printed

copies of the bill relating to the objects aforesaid will be deposited on or before the 23rd day of December, 1858, in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1858.

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

Mid-Kent Railway.

(Railways to connect Mid-Kent Railway, and London, Brighton, and South Coast Railway, indirectly through West-End of London and Crystal Palace Railway; Powers of Construction, &c., to Mid-Kent, and London, Brighton, and South Coast Railway Companies, and Working Arrangements, &c., between same Companies and also the South-Eastern Railway Company; Powers in reference to use of West-End of London and Crystal Palace Railway and Norwood Station: Alteration of Tolls on West-End of London and Crystal Palace Railway; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorise the construction and maintenance of the following railways, or one of them, together with all necessary or proper stations, works, and conveniences connected therewith respectively (that is to say):

A railway, commencing by a junction with the line of the Mid-Kent Railway, in or near a field marked 12, in the parish of Beckenham, in the county of Kent, on the plans of that railway referred to in "The Mid-Kent Railway Act, 1855," and terminating by a junction with the West-End of London and Crystal Palace Railway Extension to Farnborough, at or near the point where the said extension railway crosses the stream numbered 55 on the plans thereof referred to in "The West London and Crystal Palace Railway (Extension to Farnborough) Act, 1854," and which said railway will commence, terminate, and be situate wholly within the parish of Beckenham, and county of Kent:

A railway, commencing in the parish of Beckenham, in the county of Kent, by a junction with the said West-End of London and Crystal Palace Railway, at or near a point at or about two hundred and forty yards west of the point where the said railway crosses the road commonly known as Clayland, and which said road is numbered 11 on the said plans referred to in the "West London and Crystal Palace Railway (Extension to Farnborough) Act, 1854," and terminating in the parish of Croydon, in the county of Surrey, by a junction with the railway of the London, Brighton, and South Coast Railway Company at or near their intended station now in course of construction at Norwood, at or about a point six hundred yards south of the bridge by which their main line crosses the public road at their present station at Norwood, and which said railway will pass from, through, and into the several parishes, townships, and extra-parochial places of Beckenham, in the county of Kent, and Norwood, Lambeth, hamlet of Norwood, Penge, Battersea, and Croydon, in the county of Surrey, or some of them:

And it is intended to apply for all or some of the following powers, that is to say:

To make lateral deviation from the line of the said proposed railways, as intended to be laid down upon the plans hereinafter referred to, to the extent to be shown on such plans, to purchase or take by compulsion such lands and buildings within the several parishes and places aforesaid, or

some of them, as may be required for the purposes of the intended works; to stop up, alter, or divert, temporarily or permanently, all turnpike roads, highways, railways, tramways, streams, water-courses, sewers, pipes, and works, of whatever description, which it may be necessary or convenient so to stop up, alter, or divert for the purposes of such works; to vary or extinguish all rights and privileges in any manner connected with the lands or buildings to be taken or purchased, or calculated to prevent or impede the construction of the said intended works; to confer other rights and privileges; to levy tolls, rates, and charges, and to grant exemptions from the payment of tolls, rates, and charges; to authorise the Mid-Kent Railway Company, and London, Brighton, and South Coast Railway Company, or one of them, to make the said railways wholly or otherwise in such proportions between them, or with such pecuniary assistance the one from the other of them, as may be agreed upon, and to authorise or confirm arrangements between the said two Companies with respect to the construction, maintenance, use, working, and traffic of the said intended railways, and to authorise the said two Companies, or one of them, to run over and use with their engines and carriages so much of the West-End of London and Crystal Palace Railway as lies between the intended point of junction therewith of the first-mentioned intended railway and the station of the West-End of London and Crystal Palace Railway at the Crystal Palace, including such station, and all or any stations, sidings, watering-places, buildings, works, and conveniences upon or connected with the part aforesaid of the West-End of London and Crystal Palace Railway, upon such terms and conditions as may be agreed upon between the said two Companies, or one of them, and the West-End of London and Crystal Palace Railway Company, or as may be settled by arbitration, or otherwise, as provided for by the said intended Act:

To alter all or some of the existing tolls, rates, and duties payable or authorised to be charged for or in respect of the use of the West-End of London and Crystal Palace Railway, and for the use of engine thereon:

To authorise the Mid-Kent Railway Company to purchase or acquire an interest in the station of the London, Brighton, and South Coast Railway Company at Norwood, or a right of using for the purposes of their traffic such station, and all or any of the buildings, watering-places, sidings, works, and conveniences thereat, or connected therewith, or belonging thereto, upon such terms and conditions as may be mutually agreed upon between the two Companies, or as may be settled by arbitration or otherwise, as provided for by the said intended Act:

To authorise arrangements between the Mid-Kent, the London, Brighton, and South Coast, and the South-Eastern Railway Companies, or any two or more of them, touching the working, use, and management of their respective undertakings, or any part or parts thereof respectively, and the control and disposal of the traffic thereon, and the receipt and apportionment of the tolls, rates, and charges to be made in respect of such traffic, and the appropriation and division of the profits derived from the said traffic:

To authorise the Mid-Kent Railway Company, and the London, Brighton, and South Coast Railway Company respectively, or either of them, to raise money by the creation of shares, either with or without a preference attached thereto, or by mortgage, and to apply such money, or any part thereof, or any existing funds of the Company, and also to guarantee dividends or interest upon any shares or bonds, in or for the purpose of effecting, co-

tributing towards, facilitating, or expediting the objects and purposes aforesaid, or any of them :

To amend all or some of the provisions of the several local and personal Acts following, or some of them (that is to say): "The Mid-Kent Railway Act, 1855;" "The West London and Crystal Palace Railway Act, 1853;" "The West London and Crystal Palace Railway (Extension to Farnborough) Act, 1854;" "The West London and Crystal Palace Railway Act, 1856;" and "The West London and Crystal Palace Railway Act, 1857;" and the 21 and 22 Vict., caps. 104 and 118, relating to the West-End of London and Crystal Palace Railway Company; and also 5 and 6 Wm. IV., cap. 10; 6 and 7 Wm. IV., cap. 121; 7 Wm. IV., and 1 Vict., cap. 119; 1 and 2 Vict., cap. 20; 2 and 3 Vict., cap. 18; 3 and 4 Vict., cap. 129; 6 and 7 Vict., caps. 27 and 62; 7 and 8 Vict., caps. 67, 91, 92, and 97; 8 and 9 Vict., caps. 52, 113, 196, 199, and 200; 9 and 10 Vict., caps. 54, 63, 64, 68, 69, 83, 234, 281, and 283; 10 and 11 Vict., caps. 167, 244, and 276; 11 and 12 Vict., cap. 136; 16 and 17 Vict., caps. 41, 86, 88, 100, and 180; 17 and 18 Vict., caps. 61, 68, and 210; 18 and 19 Vict., caps. 114 and 169; 19 and 20 Vict., cap. 87; 20 and 21 Vict., caps. 72 and 143; and 21 and 22 Vict., caps. 57 and 84, relating to the London, Brighton, and South Coast Railway Company; and also the 6 Wm. IV., cap. 75; 1 Vict., cap. 93; 2 Vict., cap. 42; 2 and 3 Vict., cap. 79; 3 Vict., cap. 46; 5 Vict. (Sess. 2), cap. 3; 6 and 7 Vict., caps. 51, 52, and 62; 7 Vict., cap. 25; 7 and 8 Vict., caps. 69 and 91; 8 and 9 Vict., caps. 167, 186, 197, and 200; 9 Vict., caps. 55, 56, and 64; 9 and 10 Vict., caps. 305 and 399; 10 and 11 Vict., caps. 104 and 230; 13 and 14 Vict., cap. 31; 15 and 16 Vict., cap. 103; 16 and 17 Vict., caps. 116, 121, 130, and 156; 18 and 19 Vict., cap. 16; and 20 and 21 Vict., cap. 155, relating to the South Eastern Railway Company; and all other Acts (if any) relating or giving powers to any of the said Companies :

And notice is hereby also given, that plans and sections of the proposed railways, together with a book of reference to such plans, a published map with the line of the railways marked 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 of November, 1858, be deposited with the Clerk of the Peace for the county of Kent, at his office at Maidstone; and with the Clerk of the Peace for the county of Surrey, at his office at Lambeth; and that on or before the same 30th of November, so much of the same plans, sections, and book of reference, as relates to any parish or extra-parochial place, 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 the parish, at his residence; and in the case of an extra-parochial place, with the parish clerk of some parish adjoining thereto, at his residence; and that printed copies of the Bill for effecting the objects aforesaid, will, on or before the 23rd of December next, be deposited at the Private Bill Office of the House of Commons.

Dated this 8th day of November, 1858.

*Burchells, 5, Broad Sanctuary,
Westminster.*

Manchester, Sheffield, and Lincolnshire Railway.
(Station at Manchester.)

THE Manchester, Sheffield, and Lincolnshire Railway Company intend to apply to Parliament in the next session, for leave to introduce a

Bill for the following, or some of the following, among other purposes :—

1. To provide for the partition between the Manchester, Sheffield, and Lincolnshire, and the London and North Western Railway Companies, of the whole or of any part of the station at Store-street, in Manchester, called the London Road Station, with the land, works, buildings, and approaches thereto, now used in common by the same Companies, and to vest the portion allotted to each Company in the same Company, whether upon payment of a gross sum or in consideration of an annual rent for the same, and upon any other terms or conditions which the Bill may define.

2. To provide for the use and management of so much of the said station as shall not be allotted to either Company in severalty, and for the conduct of the traffic resorting to the said station, so far as the same is unallotted.

3. To provide in the said station, whether the same be allotted or unallotted, for the accommodation, booking, and transmission of traffic, whether of passengers, animals, or goods, which has been conveyed on, or which is intended to be conveyed on the Manchester, Sheffield, and Lincolnshire railway.

4. To enable the Manchester, Sheffield, and Lincolnshire Railway Company to raise further capital, by shares or loan, for the purpose of the said Bill; and to attach to the shares so to be created, such preference or priority of interest or dividend, or such other advantages as the Bill may define.

5. To extend, vary, confirm, or rescind any agreement now subsisting between the Manchester, Sheffield, and Lincolnshire, and the London and North Western Railway Companies with respect to the premises, and to enable the same Companies to make any further or other agreements respecting the same.

6. To amend for the purposes aforesaid the Acts 2 and 3 Victoria, chapter 69; 8 and 9 Victoria, chapters 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Victoria; chapter 67; 9 and 10 Victoria, chapters 80, 82, 152, 182, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 395; 10 and 11 Victoria, chapters 73, 107, 114, 118, 120, 121, 132, 139, 159, 161, 178, 183, 228, 236, 270, 278, and 294; 11 and 12 Victoria, chapters 58, 60, and 130; 12 and 13 Victoria, chapter 74; 13 and 14 Victoria, chapter 36; 14 Victoria, chapter 28; 14 and 15 Victoria, chapter 94; 15 Victoria, chapters 93 and 105; 16 and 17 Victoria, chapters 87, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Victoria, chapter 201; 19 and 20 Victoria, chapter 123; "The London and North Western Railway Act, 1857;" 21 and 22 Victoria, chapters 130 and 131; and any other Acts relating to the London and North Western Railway Company; and the Acts 12 and 13 Victoria, chapter 81; 13 and 14 Victoria, chapter 94; 14 and 15 Victoria, chapter 114; 15 and 16 Victoria, chapters 83 and 144; 16 and 17 Victoria, chapters 52 and 145; 18 and 19 Victoria, chapters 91 and 129; 21 and 22 Victoria, chapters 75 and 113, and any other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company, so far as any such Acts respectively are affected by the intended Bill.

Printed copies of the Bill will, on or before the 23rd day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1858.

The Kingston Railway.

(Incorporation of Company for making Railways from the South-Western Railway (loop line) at Isleworth, and the Great Western Railway, at Southall, to the town of Kingston-on-Thames, and thence to the South-Western Railway (main line) at Malden, and to the Wimbledon and Croydon Railway, at Merton. Also Branches to the South-Western Railway, the Wimbledon and Croydon Railway, and to Hampton. Power to make working arrangements with other Companies; provisions as to use of Stations, &c., of the Great Western, South-Western, and Wimbledon and Croydon Railways, and as to Transmission of Traffic; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to incorporate a Company for the purpose of making and maintaining the railways hereinafter mentioned, or some of them, or some part or parts thereof, together with all proper stations, depôts, works, approaches, and conveniences connected therewith; that is to say:

1. A railway commencing in the parish of Isleworth, in the county of Middlesex, at a point about ten chains west of the present Isleworth Station of the London and South-Western Railway (loop line), and terminating at a point about two chains west of the present Malden Station of the London and South-Western Railway, or by a junction therewith, which said intended railway will pass from, in, through, or into the several parishes, extra-parochial and other places following, or some of them; that is to say: Isleworth, Heston, Twickenham, Teddington, Hampton, and Hampton Wick, all in the county of Middlesex, and Kingston-on-Thames, in the county of Surrey.

2. A railway commencing at or near the terminus of the above-mentioned intended railway, and terminating by a junction with the Wimbledon and Croydon Railway, at or near the present Morden Station, in the parish of Merton, in the county of Surrey, and which said last-mentioned railway will pass from, in, through, or into the parishes of Kingston-on-Thames and Merton, both in the county of Surrey.

3. A railway commencing at or near the Southall Station of the Great Western Railway, in the precinct of Norwood, extra-parochial, formerly in the parish of Hayes, and terminating by a junction with the first before-mentioned intended railway where the same crosses the road from Whitton Dean to Isleworth, by Queen's Bridge (and commonly called Mogdon lane), and about seven chains west of the said Queen's Bridge, in the parish of Isleworth, in the county of Middlesex, and which said intended railway will pass from, in, through, or into the several parishes, extra-parochial, or other places following, or some of them; that is to say: Southall, Hayes, Norwood, North Hyde, Sutton, Lampton, Heston, Hounslow, Worton, and Isleworth, all in the county of Middlesex.

4. A railway diverging from and out of the first above-mentioned intended railway where the same crosses the Twickenham and Hanworth-road, at the west end of Twickenham-green, in the parish of Twickenham, and terminating by a junction with the Windsor Line of the London and South-Western Railway, about 30 chains west of the present Twickenham Station, and which said last-mentioned intended railway will be wholly situate within the parish of Twickenham, in the county of Middlesex.

5. A railway diverging from and out of the

first above-mentioned intended railway where the same is intended to cross the public road from Teddington to Hampton, opposite the public schools at Teddington aforesaid, and about four chains west of the Clarence Arms Inn, at Teddington aforesaid, and terminating at the east side of the public road leading from Hampton to New Hampton, at a point about nineteen chains north of the Maiden's Head Inn, and which said last-mentioned intended railway will pass in, through, or into the parishes of Teddington and Hampton, both in the county of Middlesex.

6. A railway diverging from and out of the second above-mentioned intended railway, at a point where the same is intended to cross the stream which divides the parish of Kingston-on-Thames and Merton, in the parish of Merton, and about thirteen chains south of the South-Western Railway, and terminating by a junction with the Wimbledon and Epsom Railway, now being made, at a point about ten chains south of the south part of the road leading from Coombe-lane to West Barnes Farms aforesaid, and which last-mentioned intended railway will be situate wholly within the said parish of Merton, in the county of Surrey.

7. A railway diverging from and out of the third above-mentioned intended railway where the same is intended to cross the Hounslow road, at Hounslow, at a point about midway between Inwood's road and the Heath road, in the parish of Isleworth, in the county of Middlesex, and terminating by a junction with the Loop line of the London and South-Western Railway at a point about twenty-eight chains west of Worton-lane railway bridge, in the said parish of Isleworth, and which said last mentioned intended railway will be situate wholly within the said parish of Isleworth, in the county of Middlesex.

And it is intended by the said Act to take powers to make lateral deviations from the lines of the proposed railways and works to the extent of or within the limits defined upon the plans hereinafter mentioned, and to cross, divert, alter, or to stop up, whether temporarily or permanently, all such roads, highways, streets, bridges, works, mines, streams, rivers, sewers, mainpipes, drains, canals, navigations, towing paths, railways, and tramways, within the said parishes, townships, and extra-parochial and other places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up, for the purposes of the said intended railways and works.

And it is also intended by the said Act to incorporate a Company for the purpose of constructing, maintaining, working, and carrying into effect the proposed railways and works, or some part or parts thereof; to take powers to purchase lands and houses, by compulsion or agreement, and to vary or extinguish rights and privileges in any manner connected with the lands or houses proposed to be taken for the purposes of the said railways and works; and also to levy tolls, rates, and duties upon, or in respect of, the said railways and works, and to alter, vary, or extinguish existing tolls, rates, and duties—to confer, vary, or extinguish exemptions from payment of tolls, rates, and duties; and to confer, vary, and extinguish other rights and privileges.

And it is also proposed by the said Act to enable the Company to be incorporated as aforesaid, and the North and South-Western Junction Railway Company, the London and North-Western, the London and South-Western, the North London, the Hampstead Junction, the Great Western, the London, Brighton, and South Coast, and the Wimbledon and Croydon Railway

Companies, or any or either of them, to enter into and carry into effect any agreements and arrangements which they may make with respect to the working, use, management, construction, and maintenance of the undertaking authorized by the said intended Act, or any part thereof, and with respect to the payment or contribution by and between the said Companies, or any or either of them, towards the costs, charges, and expenses of such working, use, management, construction, and maintenance, and to authorize such last-mentioned Companies, or any or either of them, to work and use the said intended railways, or any part thereof, and to regulate and manage the traffic thereon, and to agree with the Company to be incorporated for the payment of certain tolls or sums of money for the use of the railways, or for the apportionment of the tolls and fares received on the intended railways, or the payment of fixed sums in lieu thereof.

And it is also proposed to empower the before-mentioned Companies, or any or either of them, to contribute towards, and hold shares in the capital of the Company to be incorporated, or otherwise to contribute funds towards the proposed undertaking, and for that purpose to raise additional moneys by the creation of shares with or without preference, or by mortgage or bonds.

And it is also intended by the said Act to enable the Company so to be incorporated to use the stations, works, and conveniences of the Great Western, the London and South-Western, and the Wimbledon and Croydon Railways, or any or either of them, upon such terms and under and subject to 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 provision will also be made in the said intended Act for requiring the North and South-Western Junction, the London and North-Western, the London and South-Western, the North London, the Hampstead Junction, the Great Western, the London, Brighton, and South Coast, and the Wimbledon and Croydon Railway Companies, respectively, to grant all proper and reasonable facilities for the transmission of, and to transmit upon and along their respective railways, or any part thereof, all traffic which, having passed over the said intended railways or any part thereof, may be tendered to them respectively for transmission along their own railways, or any part thereof, or which may be tendered to them for transmission along their own railways, or any part thereof, for the purpose of being afterwards conveyed on and along the said intended railways, or any part thereof upon and subject to such rules and regulations, and upon payment of such tolls, rates, and charges as shall, in case of disagreement, be settled by arbitration or otherwise, or as may be fixed and determined in and by the said intended Act.

And it is intended to incorporate with the proposed Act "The Lands Clauses Consolidation Act, 1845;" "The Companies Clauses Consolidation Act, 1845;" and "The Railways Clauses Consolidation Act; 1845," or some part or parts thereof."

And notice is hereby further given, that, on or before the 30th day of November instant, maps, plans, and sections, describing the directions, line, and levels of the said intended railways and works, and the lands which may be taken for the purposes thereof, together with a book of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and 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 Middlesex, at his office at Clerkenwell, in the said county, 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, a copy of so much of the said plans, sections, and book of reference, as relates to each parish or extra-parochial place in or through which the said intended railways and works are proposed to be made, 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, so far as may be necessary for carrying into effect all or any of the above objects, it is intended to alter, amend, extend, vary, enlarge, or repeal, some or all of the powers and provisions of the several Acts of Parliament relating to the North and South-Western Junction, the London and North-Western, the London and South-Western, the North London, the Hampstead Junction, the Great Western, the London, Brighton, and South Coast, and the Wimbledon and Croydon Railway Companies.

And notice is hereby also given, that printed copies of the Bill for effecting the objects aforesaid will be deposited, on or before the 23rd day of December next, in the Private Bill Office of the House of Commons.

Dated this 16th day of November, 1858.

By order,

Walmisley and Son, Parliamentary Agents,
5, Victoria-street, Westminster Abbey.

General Hydraulic Power Company—(Limited.)

(Powers to Acquire Land and Provide and Use Works and Levy Rates.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to confer on a Company now incorporated or about to be incorporated by the name of the General Hydraulic Power Company (limited) the following purposes or some of them, that is to say:

1st. To authorise the Company to acquire, but only by agreement, lands in Great Britain and Ireland, and to erect thereon works, and to provide work, and use buildings, machinery, and other works (but the works respectively not being works included in the second class of private Bills according to the standing orders of both Houses of Parliament) for the purpose of supplying hydraulic power, and for exercising in any part of Great Britain and Ireland the powers for which the Company is or may be incorporated, and in order thereto to incorporate with the intended Act parts of "The Lands' Clauses Consolidation Act, 1845."

2nd. To incorporate with the intended Act such of the clauses of "The Water Works' Clauses Consolidation Act, 1847," as will authorise the Company to break up public streets and thoroughfares for the purpose of laying down their pipes and other works.

3rd. To incorporate with the intended Act such other clauses of "The Water Works Clauses Consolidation Act, 1847;" and such clauses of "The Railways Clauses Consolidation (Great Britain and Scotland) Acts, 1845;" and of "The Towns Improvement Clauses Act, 1847;" and of "The Police and Improvement (Scotland) Act, 1850;" and of "The Local Government Act, 1858;" and of all other public and local Acts applicable to any

city, town, district, or place within which the Company may exercise any of their powers, as shall facilitate the carrying out of the provisions of the intended Act.

4th. To authorise the Company to take, but only by agreement the waters of all streams and navigable and other rivers, or of existing water-works, and all hereditaments connected therewith, belonging to or under the control of any Commissioners, Trustees, Company, Local Board of Health, Corporation, or public or other body, and to enable the owners thereof or persons empowered to dispose of the same, to sell, or lease, or grant any easements, rights and privileges in, over, or affecting the same to the Company, and to authorise the making and carrying into effect of all arrangements for those purposes.

5th. To authorise the levying and recovering by the Company and others of rates, rents, and charges, and to confer exemptions from the payment of rates, rents, and charges, and to authorise compositions for the same, and to confer, vary, and extinguish rights and privileges in respect thereof, and other rights and privileges, and the raising of money by the Company and others for all or any of the purposes of the Act.

Notice is further given, that on or before December 23rd, 1858, copies of the intended Act will be deposited at the Private Bill office of the House of Commons.

Dated this 16th day of November, 1858.

Howard and Dollman,
141, Fenchurch-street,
Solicitors to the Bill.

[In Parliament, Session 1859.]

Pneumatic Post Company—(Limited.)

(For establishing Pneumatic Tubes under the Streets of the Metropolis for the Conveyance of Parcels, Letters, and Messages.)

IT is intended to apply to Parliament in the next session thereof, for leave to bring in a Bill to authorise the Pneumatic Post Company (Limited), to lay down and maintain within the Streets of the Metropolis (according as the words "Streets" and "Metropolis" are defined in "The Metropolis Local Management Act, 1855," 18 and 19 Vict., cap. 120 sec. 250) tubes, pipes, and apparatus, for establishing a means of conveyance upon the atmospheric principle, such tubes, pipes, and apparatus, being intended for the conveyance of parcels, letters, and messages.

For this purpose the Bill will authorise the Company, their agents, licensees, and servants, to open the surface of the said streets, and to lay down and maintain therein, and from time to time repair such pipes, tubes, and apparatus as aforesaid, and temporarily to interfere with, and either temporarily or permanently to vary the position of the gas pipes, water pipes, and drains already underneath the surface of the same streets.

The Company will to that extent interfere with any rights, powers, and privileges which may be vested in any Vestries, or District Boards of Works, or in the Metropolitan Board of Works, or in the Corporation of the City of London, or any portion or officer of the said Corporation, or any Commissioners of Sewers, the Commissioners of the Metropolis Turnpike Roads north of the Thames, or in any Gas Company, Water Company, Electric Telegraph Company, or other Company or person having control over property in, or drains, pipes, apparatus, or works within or under, the said streets. And the Bill will enable the Company and the several bodies and persons aforesaid to enter into agreements with respect to the purposes of the said Bill.

The Bill will also enable the Company to transmit and deliver parcels, letters, and messages within the Metropolis, as before defined, and to levy tolls or charges for the use of their works and for the transmission and delivery of parcels, letters, and messages, and to contract with Her Majesty's Postmaster General, and with any Companies or persons for such transmission and delivery.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this twelfth day of November, 1858.

Baxter, Rose, and Norton,
6, Victoria Street, Westminster.

Droitwich Roads.

(Continuation of Term, Repeal, or Amendment of Act, Equalisation and Alteration of Tolls.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to continue and extend the term, and to alter, amend, and enlarge some of the powers and provisions of an Act passed in the 5th year of the reign of His Majesty King George the Fourth, intituled "An Act for widening, improving, and maintaining the Turnpike Road leading from the city of Worcester, through Droitwich to Spadesbourne Bridge, within the parish of Brooms Grove, in the county of Worcester, and other roads therein mentioned," or to repeal the said Act and to grant other and more effectual powers and provisions in lieu thereof.

And notice is hereby further given, that it is intended to apply for powers to levy and collect tolls, rates, or duties upon the said roads, and upon the several divisions thereof, and to alter, vary, equalise, reduce, or increase the existing tolls, rates, or duties; to confer, vary, or extinguish exemptions from payment of tolls, rates, or duties, and to confer, vary, or extinguish other rights and privileges. And it is intended by the said Act to alter or vary the application of the money arising from the tolls, rates, or duties to be levied and collected upon the said roads, and to alter or vary existing provisions relative to the payment of the interest and principal of the debt due and owing on the credit of the tolls, rates, or duties levied and collected upon the said roads, and to pay off, compound, or make other arrangements with respect to existing mortgages, debts, and charges on the said roads, and the tolls, rates, or duties, and to provide for altering the present and fixing the future rate of interest payable in respect of such debt, on the proportion of tolls, rates, or duties to be applied in payment of interest and principal, and to make other provisions with respect to the existing or unclaimed debts, and with respect to the liquidation or extinguishment of any arrears of interest thereon, and of other charges and liabilities on the said roads, and with respect to the ordering, arranging, and confirming the securities of the creditors upon the tolls, rates, or duties authorised to be levied and collected upon the said roads, and to such other matters as Parliament shall deem proper or necessary.

And notice is hereby also given, that printed copies of the proposed Act will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 12th day of October, 1858.

John Curtler, Solicitor, Droitwich.
Walmisley and Son,
Parliamentary Agents,
5, Victoria-street, Westminster Abbey.

Wells and Fakenham Railway.

(Tramways to Wells Quays; Additional Capital; Debenture Shares or Stock; Powers for Norfolk Company to guarantee Dividends and Interest, and to take and hold Shares; Provisions in reference to working, &c. of Line by Norfolk Railway Company, Eastern Union Railway Company, or Eastern Counties 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 authorize the Wells and Fakenham Railway Company, to make, complete, and maintain one or more tramways, railways, or sidings, between their station at Wells-next-the-Sea, in the county of Norfolk, and the quays at the same place, and over and along such quays, together with all necessary and proper works and conveniences connected therewith, which said tramways, railways, sidings, and works, will be wholly situate in the said parish of Wells-next-the-Sea.

And it is proposed by the said intended Acts to take powers for the compulsory purchase of all such lands and buildings as may be required for the purposes of the said intended tramways, railways, sidings, or works, and to stop up, alter, or divert, temporarily or permanently, all highways, streams, buildings, constructions, and works of every description, which it may be necessary or convenient so to stop up, alter, or divert, in effecting the objects of the said intended Act, and to vary or extinguish all rights and privileges in any manner connected with the lands to be purchased, or which would, or might, prevent or interfere with the carrying into effect the objects and purposes of the said intended Act, and to confer other rights and privileges, and to levy tolls, rates, and duties, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties.

And it is proposed by the said intended Act to authorize the said Company, to raise a further sum of money for the purposes of their undertaking, and for the said new works, by the creation of preference, guaranteed, or other shares, and by mortgage, and to convert their mortgage debt, or any part thereof, into debenture shares or debenture stock, bearing a fixed preference or guaranteed rate of interest, and to raise money by means of such debenture shares or debenture stock, for the purpose of paying off existing mortgages, for the time being, or in lieu of exercising any power of borrowing on mortgage, and to authorize the Norfolk Railway Company to guarantee any fixed amount of dividend or interest upon any shares or stock or mortgages, created or granted, or which may hereafter be created or granted by the Wells and Fakenham Railway Company, and to become subscribers to, and hold shares or stock in the general capital and debenture capital, or either, of the Wells and Fakenham Railway Company, and to appoint directors in such Company.

And it is proposed by the said intended Act to amend such of the provisions of "The Wells and Fakenham Railway Act, 1854," and of "The Eastern Counties and the Norfolk, the Eastern Union, the East Anglian, and the Newmarket Railways Act, 1854," as relates to arrangements with respect to the maintenance, management, working, or user of the Wells and Fakenham Railway, and to alter or repeal such provisions, and grant other powers instead thereof, to the Wells and Fakenham Railway Company, the Norfolk Railway Company, the Eastern Union Railway Company, and Eastern

Counties Railway Company, or any of them, and to confirm any agreements or arrangements, with respect to such maintenance, management, working, or user heretofore, at any time entered into, or made between the said Companies, or any of them, or by their directors on their behalf, and to authorize and provide for the carrying of such agreements or arrangements, or any of them, into effect by the Eastern Counties Railway Company, and to enable the said four Companies, or any of them, from time to time, to make and carry into effect other agreements or arrangements with respect to the maintenance, management, working, or user of the Wells and Fakenham Railway, the interchange of traffic, apportionment of tolls and otherwise incident thereto.

And it is proposed by the said intended Act further to amend the provisions of the Acts hereinbefore mentioned, and also to amend the provisions of the several local and personal Acts following, or some of them, that is to say,—Acts relating to the Norfolk Railway Company, namely, 5 and 6 Vict., cap. 82; 7 and 8 Vict., caps. 4 and 15; 8 and 9 Vict., caps. 41, 45, and 154; 9 and 10 Vict., caps. 132 and 169; 10 and 11 Vict., caps. 64, 94, 98, and 99; 11 and 12 Vict., cap. 30; 15 Vict., cap. 25; 17 and 18 Vict., cap. 130. Also the Acts relating to the Eastern Union Railway Company, namely, 7 and 8 Vict., cap. 85; 8 and 9 Vict., caps. 94 and 97; 9 and 10 Vict., caps. 53, 76, 97, 106, and 280; 10 and 11 Vict., caps. 11, 18, 19, 21, 137, 174, and 225; 12 and 13 Vict., cap. 92; 13 and 14 Vict., cap. 54; 14 and 15 Vict., caps. 58 and 66; 15 and 16 Vict., cap. 148; 16 and 17 Vict., caps. 124 and 221; 17 and 18 Vict., cap. 59, and 19 and 20 Vict., cap. 81. Also the Acts relating to the Eastern Counties Railway Company, namely, 6 and 7 Will. 4, caps. 103 and 106; 1 and 2 Vict., cap. 81; 2 and 3 Vict., caps. 77 and 78; 3 Vict., cap. 52; 4 Vict., caps. 14 and 24; 4 and 5 Vict., cap. 42; 6 Vict., cap. 28; 7 Vict., caps. 19, 20, and 35; 7 and 8 Vict., caps. 62 and 71; 8 and 9 Vict., caps. 85, 110, and 201; 9 Vict., cap. 52; 9 and 10 Vict., caps. 258, 356, 357, and 367; 10 and 11 Vict., caps. 12, 13, 20, 92, 156, 157, and 158; 15 and 16 Vict., caps. 30, 33, 51, 65, 84, and 108; 16 and 17 Vict., caps. 87 and 117; 17 and 18 Vict., cap. 153; 19 and 20, Vict., caps. 15, 51, and 76; 21 and 22 Vict., cap. 99.

And notice is hereby also given, that duplicate plans of the said intended tramways, railways, or sidings, and of the lands which may be taken under the powers of the said intended Act, together with duplicate sections of the said intended tramways, railways, or sidings, a book of reference to such plans, a published map with the line of the tramways, railways, or sidings marked 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 instant, be deposited with the Clerk of the Peace for the county of Norfolk, at his office at Aylsham, and that a copy of the said plan, section, book of reference, and notice, will on or before the same 30th day of November, be deposited with the parish clerk of the parish of Wells-next-the-Sea aforesaid, at his residence, and that printed copies of the Bill for effecting the objects aforesaid, will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December next.

Dated the 11th day of November, 1858,

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

Kent and Watson, Fakenham, Solicitors.

Tenbury Railway.

(Incorporation of Company; Construction of a Railway from Woofferton, in the county of Hereford, to a point near Tenbury, in the county of Worcester; Arrangements with the Shrewsbury and Hereford Railway Company; Purchase from the same Company of a portion of the Leominster Canal; and power for the Shrewsbury and Hereford Railway Company to subscribe to the proposed undertaking.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to incorporate a Company with the following, or some of the following, among other powers, that is to say, to make and maintain a railway, with all proper works, approaches, stations, and conveniences connected therewith, commencing by a junction with the Shrewsbury and Hereford Railway at a certain field in the parish of Richard's Castle, in the county of Salop, numbered 24 on the Parliamentary plans and book of reference thereto of the Shrewsbury and Hereford Railway, deposited with the Clerk of the Peace for the county of Salop, on the 30th day of November, 1845, the property of John Salwey, Esq., and the Lord Bishop of Worcester, and terminating at or near a certain field the property of George Rushout, Esq., situated at the Junction of the turnpike roads near the Rose and Crown public house, in the parish of Burford, in the county of Salop, leading to Tenbury, in the county of Worcester; and which intended railway will pass from, in, through, or into the several parishes, townships, and extraparochial and other places following, or some of them; (that is to say) the parish of Richard's Castle, in the county of Salop, the parish of Richard's Castle, the parish of Brimfield, the townships or places of Easton, Dirty Middleton, and Upton, the parish of Little Hereford otherwise Little Hereford and Upton, all in the county of Hereford, the township or place of Woofferton otherwise Woolverton otherwise Woofferton otherwise Woofferton, the parish of Burford, the townships of Nash, Nash Tilsop and Weston, Buraston otherwise Boraston, otherwise Boraston with Burford, otherwise Boraston with Whetmore, otherwise Wotmore, otherwise Whitmore, the townships or places of Whitton, Stoke, Meadows, the parish of Greet otherwise Greete, and the township of Greet, all in the county of Salop.

To purchase by compulsion lands, houses, and other property, 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 the lands, houses, and property so proposed to be purchased, 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 also to cross, alter, divert, or stop up all highways, turnpike, and other roads, railways, tramways, aqueducts, bridges, canals, streams, and rivers, with which it may be necessary to interfere for the purpose of making and maintaining, or for more conveniently making, maintaining, or using 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 certain other rights and privileges relating thereto.

To enable the Company to be incorporated by the said intended Act to make and enter into arrangements and agreements with the Shrewsbury and Hereford Railway Company with respect to the working and use of the said intended railway, or any part thereof, or of the stations

belonging thereto, by the said last-named Company, or with respect to the working and use of the Shrewsbury and Hereford Railway, or any part thereof, or of the stations belonging thereto, by the Company to be incorporated as aforesaid, and with respect to the interchange of traffic upon the railways of the said Companies respectively, and with respect to the apportionment of the tolls and profits arising therefrom.

To enable the Company to be incorporated as aforesaid to run over and use with their own engines, carriages, and waggons, or with engines, carriages, and waggons coming to or from the said intended railway, so much of the Shrewsbury and Hereford Railway as lies between the junction of the said intended railway therewith, and the Woofferton Station of the Shrewsbury and Hereford Railway, and also the said Woofferton Station, and all sidings, watering places, and other conveniences connected therewith, on payment of such tolls, rates, and charges, and upon such other terms and conditions as may be agreed on, or as shall be prescribed or provided by the said intended Act.

And to enable the Shrewsbury and Hereford Railway Company to sell, and the said Company so intended to be incorporated to purchase, so much of the Leominster Canal as lies between the bridge at or near Woofferton Wharf, in the said parish of Richard's Castle, and the termination of the Canal at or near Sousnet Wharf, and the wharfs, quays, houses, warehouses, toll-houses, watch-houses, landing places, reservoirs, works and conveniences, lands, tenements, and hereditaments, connected or used therewith or belonging thereto, or any part or parts thereof, and the tolls, rates, and duties payable in respect thereof, and all or any of the powers, rights, and privileges relating to such canal. And to stop up or otherwise discontinue the said portion of the said Leominster Canal Navigation and Works, and to vest the same, and the lands and grounds thereof, absolutely in the said Company to be incorporated as aforesaid, and to vary or extinguish all existing rights, and privileges, in any manner connected therewith, or with the lands and grounds taken for the purposes thereof, and to confer other powers, rights, and privileges, in relation thereto, and to confer other powers, rights and privileges, on the said Companies respectively, and generally to enable the said Companies respectively to carry out such agreements, and arrangements, for carrying the several objects aforesaid into effect as may be considered expedient, or necessary, which said portion of the said canal and works are situate within the several parishes, townships, and extraparochial and other places following, or some of them, that is to say: Richard's Castle, Woofferton, and Little Hereford, in the county of Hereford, Richard's Castle, Burford, Nash, Boraston, otherwise Buraston, and Neen Sollars, otherwise Neen Sollars, in the county of Salop, Knighton-upon-Teme, otherwise Knighton-upon-Team, Lindridge, and Mamble, in the county of Worcester.

To enable the Shrewsbury and Hereford Railway Company to contribute to the capital of the said intended Company.

To alter, amend, extend, and enlarge, so far as may be necessary, or if need be, to repeal for the purposes aforesaid, the provisions of some or one of the following Acts, that is to say: "The Leominster Canal Sale Act, 1847," and "The Shrewsbury and Hereford Railway Act, 1856."

And notice is hereby given, that duplicate plans and sections describing the line and level of the said intended railway, and the lands and property which may be required to be taken for the purposes thereof, together with books of reference

to such plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such land and property; as also a published map, with the said intended line of railway delineated thereon; and a copy of this notice as published in the London Gazette, will, on or before the thirtieth day of November, now instant, be deposited for public inspection, at the office of the Clerk of the Peace for the county of Salop, at Shrewsbury; at the Office of the Clerk of the Peace for the county of Hereford, at Hereford; and at the Office of the Clerk of the Peace for the county of Worcester, at Worcester; 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, in or through which the railway will be constructed, together with a copy of this notice, will be deposited with the parish clerk of each such parish, at his place of above, and in case of any extra-parochial place, then with the parish clerk of an adjoining parish.

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

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

Loxdale and Peele, } Solicitors for the Bill.
William Norris, }

Theodore Martin,
10, New Palace Yard, Westminster,
Parliamentary Agent.

[In Parliament -- Session 1859.]

Bristol and Kingroad Junction Railway (from Bristol and South Wales Union Railway, at New Passage to Kingroad, Arrangements with other Companies, &c.)

APPPLICATION is intended to be made to Parliament, in the next session thereof, for leave to bring in a Bill for the following or some of the following, among other purposes:—

1. To make and maintain a railway, with all necessary works stations, jetties, piers, shipping places, basins, approaches, and conveniences connected therewith, to commence by a junction with the authorised line of the Bristol and South Wales Union Railway, at or near the point in the parish of Henbury, in the county of Gloucester, marked on the plans deposited in respect of such railway to denote the distance of ten miles four furlongs, to pass thence through or into the several parishes and places of Henbury, Compton Greenfield, Westbury, otherwise Westbury-upon-Trym, and Shirehampton, or some of them, all in the county of Gloucester, and to terminate in the said parish of Westbury, otherwise Westbury-upon-Trym, at or near certain land on the south-east side of Broad Pill, at its junction with the river Avon;

2. To purchase lands, houses, and other property compulsorily for the purposes of the said intended railway and works, and to vary or extinguish existing rights and privileges connected with the said lands, houses, and other property, and all such other rights and privileges as may be necessary in carrying into execution any of the purposes of the Bill.

3. To stop up, alter, and divert, whether temporarily or permanently, all such roads, railways, streams, and navigations as may be necessary in the construction and maintenance of the said railway, or the works connected therewith.

4. To levy tolls, rates, and charges for, and in respect of the said intended railway and works, and to grant certain exemptions from such tolls,

rates, and charges, and to confer other rights and privileges.

5. To incorporate with the said Bill all, or some of, the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" and "The Railways Clauses Consolidation Act, 1845."

It is intended by the said Bill to incorporate a new Company for the purpose of carrying into execution the before mentioned objects, or to enable the Bristol and South Wales Union Railway Company wholly, or in part, to construct the said railway and works, or to enable that Company to contribute funds towards the cost of constructing the said railway and works, and for that purpose it is intended that the Bill shall enable that Company to raise additional sums of money by shares and by borrowing, or by one of these means, such shares to be issued upon the terms and conditions to be specified in the Bill, or as may be prescribed by Parliament.

It is also intended by the said Bill to enable the Company who may be authorised to carry into execution the before-mentioned objects to enter into agreements and arrangements with the mayor, aldermen, and burgesses of the city of Bristol, or any other corporation, company, or persons with respect to the use of any pier, or piers, which may be authorised to be constructed in the rivers Avon and Severn, or either of those rivers, with which piers the said railway is proposed to be connected, and with respect to the accommodation of traffic arriving at, or destined for, the said piers or either of them, and the receipt and apportionment of the tolls and revenue arising from such traffic.

It is further intended by the said Bill to enable the Company who may be authorised to construct the said railway on the one hand, and the Bristol and South Wales Union, the Great Western, the Bristol and Exeter, and the South Wales Railway Companies, or any or either of those Companies on the other hand, from time to time, to enter into and carry into effect any contracts or arrangements with respect to the use, working, or maintenance by any or either of those Companies of the intended railway, and with respect to the interchange of traffic and with respect to the collection of the tolls, and the appropriation of the revenue arising from such traffic or the traffic of the said intended railway.

It is intended to construct the railway on the broad gauge.

For the purposes aforesaid, or some of those purposes, it is intended, by the said Bill, to alter, amend, and enlarge the powers and provisions of "The Bristol and South Wales Union Railway Act, 1857," also of the 5 and 6 William IV., cap. 107, and of any other Act or Acts relating directly or indirectly to the Great Western Railway Company; also of the 6 and 7 William IV., cap. 36, and any other Act or Acts relating directly or indirectly to the Bristol and Exeter Railway Company; and also of the 18 and 19 Vic., cap. 98, or any other Act or Acts relating directly or indirectly to the South Wales Railway Company.

Duplicate plans and sections, describing the line, situation, and levels of the said intended railway and works, and the lands, houses, and other property to be taken under the powers of the Bill, a book of reference to the plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, a published map, showing the general course and direction of the said intended railway, and a copy of this notice will be deposited for public inspection on or before the 30th day of

this instant November, with the Clerk of the Peace for the county of Gloucester, at his office, at Gloucester, and with the Clerk of the Peace for the city and county of Bristol, at his office, at Bristol. 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 of the said parishes, from, in, through, or into which the said intended railway and works will be made, together with a copy of this notice, will be deposited for public inspection with the parish clerk of each such parish, at his residence; and in the case of any extra-parochial place, then 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 on or before the 23rd day of December next.

Dated this 11th day of November, 1858.

Savery, Clark, Fussell, and Prichard,
Solicitors for the Bill.

[In Parliament, Session 1859.]

Kingroad (Avon) Pier.)

(Construction of Works; Powers to Corporation of Bristol; Incorporation of Company; Alteration of Tolls, and Amendments of Acts, &c.)

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 authorise the construction and maintenance of a pier at or near the mouth of the river Avon, extending to and beyond the Island of Dungball, and for this purpose to confer the following, or some of the following, among other powers:—

To construct the said pier from a point near the lighthouse, on the northern side of the river Avon, in the parish of Westbury, otherwise Westbury-upon-Trym, in the county of Gloucester, extending across the said river, and into the river Severn, and terminating in the channel of the river Severn, about 1,000 yards beyond the said island.

To authorise the embankment of so much of the said rivers Avon and Severn, and the deepening, widening, and excavation, and the stopping up and appropriation of so much of the channels of the said rivers respectively as will be necessary in the construction and maintenance of the said pier, or any of the works connected therewith.

To construct all necessary shipping and landing-places, wharves, stages, approaches, tramways, appliances, and other works and conveniences in connection with the said pier.

The whole of the above works will be situate in or adjoining to the parishes of Westbury, otherwise Westbury-upon-Trym, in the county of Gloucester, and St. George, otherwise Saint George's, otherwise Easton-in-Gordana, in the county of Somerset.

To purchase lands and other property compulsorily for the purposes of the said intended pier and works, and to vary or extinguish existing rights and privileges connected with the said lands and other property, and all such other rights and privileges as may be necessary in carrying into execution any of the purposes of the Bill.

To levy tolls, rates, and charges for and in respect of the said intended pier and works, and to grant certain exemptions from such tolls, rates, and charges, and to confer other rights and privileges.

To incorporate with the said Bill all or some of the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" and "The Harbours, Docks, and Piers Clauses Act, 1847."

It is intended by the said Bill to enable the mayor, aldermen, and burgesses of the city and county of Bristol (herein referred to as the corpo-

ration), to carry into execution the objects of the said Bill, or to contribute towards the construction of the works, or it is intended to incorporate a Company to carry into execution the objects of the said Bill, and, in the latter case, to vary, or extinguish any existing rights and privileges of the corporation in, over, or connected with the said rivers Avon and Severn, or the conservancy thereof respectively, or with the port of Bristol, and to alter or repeal the tolls, rates, and duties which would otherwise be payable to the corporation or to the Society of Merchant Venturers of the city of Bristol, or to any other body or bodies politic or corporate, or to any other person or persons in respect of vessels arriving at, or departing from, or using the said pier; or in respect of passengers and goods landed at, or shipped from, the said pier, and to grant exemptions from such rates, tolls, and duties.

In the event of the corporation undertaking the before mentioned works, or contributing towards the construction thereof, the Bill will enable them to borrow moneys for the purpose of defraying the costs and expenses connected with the construction and maintenance of the said works, and it will enable them to apply to those purposes a portion of the revenue which they have already derived, or which they may hereafter derive from the docks or the docks estate, at Bristol, and to pay such annual sum or contribution by way of guarantee or otherwise, out of such revenue, as may be agreed upon or defined in the Bill.

So far as may be necessary for the purposes thereof, the said Bill will alter, amend, or repeal the powers and provisions, or some of the powers and provisions of the following Acts of Parliament, namely: of an Act passed in the 47th year of the reign of King George III., intituled "An Act for ascertaining and establishing the rates of wharfage, cannage, plankage, anchorage, and moorage, to be received at the lawful quays in the port of Bristol, for the regulation of the crane-keepers in the said port, and for the better regulation of pilots and pilotage of vessels navigating the Bristol Channel;" of the 6th Geo. IV., cap. 201; 1st Vict., cap. 85; the 5th and 6th Vict., cap. 9; "The Bristol Improvement Acts, 1840 and 1847;" and "The Bristol Dock Act, 1848;" and of any other Act or Acts of Parliament which may directly or indirectly affect any of the objects of the said Bill.

Duplicate plans and sections, describing the line, situation, and levels of the proposed pier and works, and the lands and other property in or through which the same will be made, 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 other property, and a copy of this notice, will, on or before the 30th day of this instant November, be deposited for public inspection with the Clerk of the Peace for the county of Gloucester, at his office at Gloucester; with the Clerk of the Peace for the county of Somerset, at his office at Wells; and with the Clerk of the Peace for the city and county of Bristol, at his office at Bristol; 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 of the before mentioned parishes, and a copy of this notice, will be deposited with the parish clerk of each such parish, at his place of abode.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 23d day of December next.

Dated this 11th day of November, 1858.

Savery, Clark, Fussell, and Prichard,
Solicitors for the Bill.

[In Parliament, Session 1859.]

Kingroad (Severn) Pier.

(Construction of Works; Powers to Corporation of Bristol; Incorporation of Company; Alteration of Tolls; and Amendment of Acts, &c.)

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 authorise the construction and maintenance of a pier into the river Severn, to the northward of the confluence with that river, of the river Avon, and for such purpose, to confer the following, or some of the following, among other powers, that is to say:

To construct a pier from a point on the sea wall, in the parish of Westbury, otherwise Westbury-upon Trym, in the county of Gloucester, between the old Battery and the Pill called Jane's Pill, and extending into the river Severn, about eleven hundred yards from the said Sea Wall, with cross-piers and landing-places at the extremity thereof.

To authorise the embankment of so much of the said river and the deepening, widening, dredging, and excavation, and the stopping up and appropriation of so much of the channel of the said river as will be necessary in the construction and maintenance of the said pier, or any of the works connected therewith.

To construct all necessary shipping and landing-places, wharves, stages, approaches, tramways, appliances, and other works and conveniences in connection with the said pier.

The whole of the proposed works will be situate in or adjoining to the said parish of Westbury, otherwise Westbury-upon-Trym.

To purchase lands and other property compulsorily for the purposes of the said intended pier and works, and to vary or extinguish existing rights and privileges connected with the said lands, and other property, and all such other rights and privileges as may be necessary in carrying into execution any of the purposes of the Bill.

To levy tolls, rates, and charges for, and in respect of, the said intended pier and works, and to grant certain exemptions from such tolls, rates, and charges, and to confer other rights and privileges.

To incorporate with the said Bill, all, or some of the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" and "The Harbours, Docks, and Piers Clauses Act, 1847."

It is intended by the said Bill to enable the mayor, aldermen, and burgesses of the city and county of Bristol (herein referred to as the corporation) to carry into execution the objects of the said Bill, or to contribute towards the construction of the works, or, it is intended to incorporate a Company to carry into execution the objects of the said Bill, and in the latter case, to vary or extinguish any existing rights and privileges of the corporation in, over, or connected with the said rivers Avon and Severn, or the conservancy thereof, respectively, or with the port of Bristol; and to alter or repeal the tolls, rates, and duties which would otherwise be payable to the corporation or to the Society of Merchant Venturers of the city of Bristol, or to any other body, or bodies, politic or corporate, or to any other person or persons in respect of vessels arriving at, or departing from, or using the said pier, or in respect of passengers and goods landed at or shipped from the said pier, and to grant exemptions from such rates, tolls, and duties.

In the event of the corporation undertaking the before-mentioned works or contributing towards the construction thereof, the Bill will enable them

to borrow moneys for the purpose of defraying the costs and expenses connected with the construction and maintenance of the said works, and it will enable them to apply to those purposes a portion of the revenue which they have already derived, or which they may hereafter derive, from the docks or the docks estate, at Bristol; and to pay such annual sum or contribution by way of guarantee or otherwise out of such revenue as may be agreed upon or defined in the Bill.

So far as may be necessary for the purposes thereof the said Bill will alter, amend, or repeal the powers and provisions, or some of the powers and provisions, of the following Acts of Parliament, namely: of an Act passed in the 47th year of the reign of King George the Third, intitled "An Act for ascertaining and establishing the rates of wharfage, cannage, plankage, anchorage, and moorage, to be received at the lawful quays in the port of Bristol; for the regulation of the crane-keepers in the said port, and for the better regulation of pilots and pilotage of vessels navigating the Bristol Channel," of the 6th Geo. IV., cap. 201; the 1st Vict., cap. 85; the 5th and 6th Vict., cap. 9; "The Bristol Improvement Acts, 1840 and 1847," and "The Bristol Dock Act, 1848," and of any other Act or Acts of Parliament which may directly or indirectly affect any of the objects of the said Bill.

Duplicate plans and sections describing the line, situation, and levels of the proposed pier and works, and the lands and other property in or through which the same will be made, 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 other property, and a copy of this notice, will, on or before the 30th day of this instant November, be deposited for public inspection with the Clerk of the Peace for the county of Gloucester, at his office, at Gloucester, and with the Clerk of the Peace for the city and county of Bristol, at his office, at Bristol; and on or before the same day a copy of the said plans, sections, book of reference, and notice, will be deposited with the parish clerk of Westbury, otherwise Westbury-upon-Trym, at his place of abode.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 11th day of November, 1858.

Savery, Clark, Fussell, and Prichard;
Solicitors for the Bill.

Wandsworth and Putney Railway.

(Incorporation of Company for making a Railway from the West End of London and Crystal Palace Railway to the London and South Western Railway; use of station at Putney; working and other arrangements and powers to the London and South Western, the West End of London and Crystal Palace, the London, Brighton, and South Coast, and South Eastern Railway Companies; 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 purposes:—

To incorporate a Company with power to make and maintain a railway with all proper stations, approaches, conveniences, and works connected therewith, commencing by a junction with the main line of the West End of London and Crystal Palace Railway, on Wandsworth Common, in the parish of Saint Mary, Battersea, in the county of

Surrey, at or near to the public road numbered 36 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,—Saint Mary, Battersea, All Saints' Wandsworth, and Saint Mary, Putney, in the county of Surrey; and terminating by a junction with the London and South Western Railway, at or near the Putney railway station, in the parish of St. Mary, Putney, in the county of Surrey.

To authorise the purchase of lands and houses compulsorily for the purposes of the intended railway and works, and the levying of tolls, rates, and charges for the use of the same, and to vary or extinguish all easements, rights, and privileges which may interfere with the construction or maintenance of the same railway and works.

For the use of the station at Putney of the London and South Western Railway Company, and the approaches, offices, platforms, sidings, and other conveniences therein and thereof respectively, upon terms and conditions to be agreed upon or to be fixed and determined by or under the provisions of the Bill.

The Bill will authorize the London and South Western, the West End of London and Crystal Palace, the London, Brighton, and South Coast, and South Eastern Railway Companies, either jointly or severally, to make and maintain the aforesaid railway and works, and will vest in them, jointly or severally, the aforesaid powers. It will also enable them, or any of them, to supply the funds for the construction of the proposed railway and works in such proportions and upon such conditions as the bill may prescribe, and to apply for that purpose their existing funds or any monies which they may be now authorized to raise. And the Bill will authorize them, or any of them, to raise for the same purpose additional capital by shares and by borrowing, and to attach to the shares so to be raised any preference or priority of dividend, or any other advantage which the Bill may define.

The Bill will also enable the said four Companies, or any or either of them, to enter into agreements with the Company proposed to be incorporated, or the Bill will itself contain provisions with respect to the use, working, and management of the said railway and works, and the receipt and apportionment of the proceeds derived from the same; and the appointment of joint Committees of the said Companies, or any of them, for the purposes aforesaid, and for superintending and controlling the construction, maintenance, and use of the said railway and works, and raising the funds needful for those purposes.

The Bill will also vary, extend, and enlarge, so far as may be necessary or expedient, the provisions contained in the several Acts relating to the London and South Western Railway Company, the West End of London and Crystal Palace Railway Company, the London, Brighton, and South Coast Railway Company, and the South Eastern Railway Company, or some of them.

Duplicates, plans, and sections, describing the line, situation, and levels of the proposed line of railway, and the lands, houses, and other property in or through which it is 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, houses, and other property which may be taken for the purposes of the said railway and works; and also a published map, with the line of railway delineated thereon so as to show its general course and direction; and a copy of this notice 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 Surrey, at his office at Lambeth; and on or 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 or 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.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 13th day of November, 1858.

Sunderland and South Shields Water Works.

(Extension of Works; Additional Capital; Amendment of Act.)

NOTICE is hereby given, that the Sunderland and South Shields Water Company (hereinafter called the Company) intend to apply to Parliament, in the ensuing session, for leave to bring in a Bill to alter, amend, and enlarge the powers and provisions of "The Sunderland and South Shields Waterworks Act, 1852," or to repeal such powers and provisions, or some of them, and grant further and more effectual powers instead thereof.

By such Bill it is intended to confer powers upon the Company for all or any of the following purposes (that is to say):—

To make and maintain reservoirs, aqueducts, and other works at, near, in, or from all or any of the places hereinafter specified, and at such places respectively, to take, raise, and obtain a supply of water by means of boring and by sinking wells and shafts, and by the construction of other works, namely, a reservoir, wells, or shafts, and other works at, in, or near a certain field called Long Field, in the occupation of John Thubron, in the township of Ryhope, in the parish of Bishopwearmouth, with an aqueduct or conduit pipe, commencing at such intended reservoir, wells, or shafts, in the said township of Ryhope, passing from, in, through, and into the several townships of Ryhope and Bishopwearmouth, in the parish of Bishopwearmouth, and terminating at or in the High Street, in the said township of Bishopwearmouth, in the said parish of Bishopwearmouth. Also, a reservoir, wells, or shafts, and other works at, in, or near certain fields called Bell's Pasture and Low Carley Hill, in the occupation of William Bowes, and John George Bowes, or one of them, in the township of Southwick and parish of Monkwearmouth, with an aqueduct or conduit pipe, commencing at such intended reservoir, wells, or shafts, in the said township of Southwick, passing from, in, through, and into the several townships of Southwick and Fulwell, in the parish of Monkwearmouth, and terminating at a reservoir on Fulwell Hill, in the said township of Fulwell, in the said parish of Monkwearmouth. Also, a reservoir, wells, or shafts, and other works at, in, or near a certain place or piece of ground called Hill Field, in the occupation of Robert Wood and Thomas Wood, or one of them, in the township of Cleadon and parish of Whitburn, with an aqueduct or conduit pipe, commencing at such intended reservoir, wells, or shafts, in the said township of Cleadon, passing from, in, through, and into the said township of Cleadon, in the parish of Whitburn, and terminating at the aqueduct or conduit pipe belonging to the said Company, on or under the turnpike-road leading from Sunderland to South Shields, in the said township of Cleadon and parish of Whitburn.

All the above works will be in the county of Durham.

To purchase, by compulsion, lands, houses, and other property, to be described upon the plans hereinafter mentioned; and to purchase additional lands by agreement; and also to alter the rates for supplying water limited by the said Act in respect of houses and premises exceeding the annual value of fifty pounds; to vary or extinguish any existing rights or privileges which would in any manner impede or interfere with the construction of the said works, or the obtaining an additional supply of water, or the execution of any of the other powers of the Bill.

To enable the Company to increase their capital by the creation of new shares, and by the exercise of a further power of borrowing upon mortgage or bond, with or without any increase of the share capital; and to apply such new capital, and also any capital raised or authorized to be raised by virtue of the existing Act, for and towards the construction of the works, and any other of the purposes of the Company; and to make provision with reference to the appropriation, distribution, or sale by auction, of all or any of such new shares, with such other provisions as may be necessary or expedient in consequence of the augmentation of the capital of the Company.

To incorporate in the intended Bill the whole or some portion or portions of "The Lands Clauses Consolidation Act, 1845;" "The Companies Clauses Consolidation Act, 1845;" and "The Water Works Clauses Act, 1847," or one or more of them; and to make further and other provisions in respect of the supply of water, and the prevention of fraud and waste.

And notice is hereby also given, that duplicate plans, describing the lines or situations of the before-mentioned reservoirs, wells, shafts, aqueducts, conduit pipes, and other works, and the lands to be purchased or taken for the purposes thereof, together with duplicate sections of the said works, and books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands; and also a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection at the Office of the Clerk of the Peace for the county of Durham, at Durham; and on or before the said 30th day of November, a copy of so much of the said plans, sections, and books of reference as relates to each of the said several parishes in or through which the said intended reservoirs, wells, shafts, aqueducts, conduit pipes, and works are intended to be made or be situate, with a copy of this notice, will be deposited with the parish clerk of each such parish, at his residence.

Printed copies of the intended Bill will, on or before the 23rd day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this eighth day of November, 1858.

A. J. and Wm. Moore, Solicitors for the Bill.

River Thames Conservancy.

(Amendment of Act; Improvement of Battersea Bridge and Putney and Fulham Bridge; Alteration and Enlargement of Powers.)

NOTICE is hereby given, that application is intended to be made, in the next session of Parliament, for an Act to repeal, alter, amend, or vary, all or some of the powers and provisions of "The Thames Conservancy Act, 1857," to

grant further powers to the conservators, to license embankments, and to license or erect piers or landing-places, and to raise vessels sunk or stranded in the River Thames, and to render the owners, or other persons interested in such vessels, liable to the expenses occasioned thereby, and to prevent barges, unfit for use, from being used or worked, and to license barges and vessels employed in carrying rubbish, earth, ashes, dirt, mud, soil, or any offensive matter on the River Thames, and to employ persons not free of the Waterman's Company on the River Thames; to prevent any rubbish, earth, ashes, dirt, mud, soil, or any offensive matter being unloaded or thrown into the River Thames, or into any river, stream, canal, or watercourse within the flow and reflow of the tide of the River Thames, or connected therewith.

To permit the raising, under certain restrictions, of sand, gravel, and other parts of the soil and bed of the River Thames; to enable the conservators to collect and receive the wrecks, waifs, and strays in the River Thames; to authorize the widening of the arches of, and the making of other alterations in Battersea Bridge and Putney and Fulham Bridge, at the expense of the respective owners thereof, so far as may be necessary to remove the obstructions to, and to improve the navigation of, the River Thames.

And it is further proposed by the said intended Act to repeal, alter, amend, extend, or enlarge, all or some of the powers and provisions of the several Acts of Parliament following, or some of them (that is to say): the public general Acts, 12 George 1, cap. 36; 1 George 2, cap. 18; 6 George 3, cap. 66; the local and personal Act, 7 and 8 George 4, cap. 75; the public general Act, 2 and 3 Victoria, cap. 71; the local and personal Act, 6 and 7 Victoria, cap. 57; the public general Act, 17 and 18 Victoria, cap. 104; and any other Acts which may interfere with the objects and purposes of the proposed Act.

To increase, alter, decrease, or abolish, any tolls, rates, or duties, and to levy other tolls, rates, or duties in lieu thereof; to confer exemptions from tolls, rates, or duties, and to extinguish exemptions from payment of tolls, rates, or duties, and other rights, privileges, and exemptions.

And notice is also 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 23rd day of December next.

Dated this 12th day of November, 1858.

Edward Tyrrell, Guildhall-yard.

West End of London and Crystal Palace Railway.

(Transfer or Abandonment of part of authorised Extension to Farnborough Railway; Running Powers; 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 following, or some of the following, among other purposes:

To authorise the sale and transfer to the South-Eastern Railway Company, either in perpetuity or for a term of years, and on such terms and conditions as may be agreed upon, and to enable the said South-Eastern Railway Company to take and hold such portion of the railway and works authorised by "The West London and Crystal Palace Railway (Extension to Farnborough) Act, 1854," as extends from the field, No. 155, in the parish of Beckenham, in the county of Kent, on the Parliamentary plans of the said extension railway and

works, and in the book of reference thereto deposited with the Clerk of the Peace for the county of Kent, to the authorised terminus of the said extension at Farnborough, in the said county, and to have, exercise, and enjoy all such rights, powers, privileges, and authorities, whether with respect to the levying of tolls, rates, and charges, in respect of the said portion of railway and works or otherwise, as the West End of London and Crystal Palace Railway Company can lawfully have, exercise, or enjoy. And the said intended Act will empower the said Companies to enter into such agreements and to execute such deeds as may be necessary to carry into effect the objects aforesaid, or any of them, and to make all provisions incident or accessory to the purposes aforesaid.

To authorise the abandonment, if need be, of such portion of the said Extension to Farnborough Railway as is hereinbefore mentioned.

To empower the said Company, their officers, and servants, and also all corporations and persons lawfully using the West End of London and Crystal Palace Railway, and the Farnborough Extension of the same railway, or any part thereof, to run over, work, and use with their engines and carriages of every description, and for the purposes of their traffic, upon such terms as may be agreed upon, or as may be settled by the Board of Trade or by arbitration, all or any part of the Mid Kent Railway, and also that part of the London, Brighton, and South Coast Railway now in course of construction, or to be constructed, between the proposed junction thereof with the Farnborough Extension of the West End of London and Crystal Palace Railway, at Penge, Battersea, and Croydon, or one of them, in the county of Surrey, and its junction with the said London, Brighton, and South Coast Railway, at or near the new Norwood Station of that railway, together with all stations, approaches, sidings, works, and conveniences, connected with such railways so proposed to be run over and used; and to empower the said Company and the London, Brighton, and South Coast Railway Company, and the Mid Kent Railway Company, respectively, to enter into agreements for the purposes aforesaid, or any of them.

To repeal, vary, extend, and enlarge, so far as may be necessary or expedient for the purposes aforesaid, all or any of the provisions of the several Acts relating to or affecting the South Eastern Railway Company, the West End of London, and Crystal Palace Railway Company, and the Mid Kent Railway Company, or any or either of them.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 12th day of November, 1858.

Johnston, Farquhar, and Leech, 65, Moor-gate-street, and 4, Old Palace-yard, London.

In Parliament.—Session 1859.

Shepton Mallet Waterworks.

NOTICE is hereby given, that application is intended to be made to Parliament, in the next Session, for an Act, for all or some of the following among other powers:

1. To incorporate a Company, to be called "Shepton Mallet Waterworks Company," and enable such Company to supply water to the inhabitants and other persons within the town of Shepton Mallet, and the neighbourhood thereof, in the county of Somerset.

2. To take, divert, intercept, impound and use the water from a certain spring, in a field referred to by the number 219 on the tithe map of the parish of Shepton Mallet, in the occupation of Henry Davis, which spring now flows directly into a certain pond or reservoir referred to by the number 218 on the said tithe map, and in the occupation of the said Henry Davis.

3. To form, construct, or lay down an aqueduct or main pipe, commencing at such spring, passing under, adjoining, or near to a certain highway, leading from Windsor's-hill to Downside, both in the parish of Shepton Mallet, and terminating at the site of a proposed reservoir to be formed in a field referred to by the number 320 on the said map, in the occupation of Richard Davis.

4. To construct and form a reservoir in such last-mentioned field.

5. To form, construct, or lay down another aqueduct or main pipe, commencing at the site of such proposed reservoir, and passing under, adjoining, or near to the turnpike road, leading from Shepton Mallet to Bath, and terminating at or near the north end of Town-street, in the town of Shepton Mallet aforesaid.

6. To purchase by compulsion or agreement, and otherwise take on lease, and take grants or easements over lands, houses, rights of water, and other property, for the purposes of the undertaking, and to levy rates and charges in respect of water supplied by the Company.

7. To cross under, or by the side of, and to stop up either temporarily or permanently, turnpike and other roads, canals, railways, streams and watercourses, and to confer, vary, or extinguish rights and privileges over the same, and also over lands, houses, rights of water and other property, to be taken, acquired, or interfered with by the Company.

8. To incorporate with such Act, all or some of the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" and "The Waterworks Clauses Act, 1847."

The whole of such respective aqueducts or main pipes, and the said reservoir so described, will commence, terminate and be situate within the said parish of Shepton Mallet, in the county of Somerset.

Duplicate plans and sections, describing the line and levels of the said intended aqueducts or main pipes, the situation and level of the said intended reservoir, and the lands in, through, or upon which the same respectively will be situate or made, a book of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands, houses and property, which may be taken, and a copy of this notice as published in the London Gazette will, on or before the 30th day of November instant, be deposited for public inspection at the office of the Clerk of the Peace for the county of Somerset, at Wells, in the said county; and on or before the same day, a copy of the said plans, sections and book of reference, and a copy of this notice will be deposited with the parish clerk of the said parish of Shepton Mallet, at his place of abode.

Printed copies of the proposed Act, will on or before the 23rd day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 11th day of November, 1858.

*Phipps and Mackay, Shepton Mallet,
Solicitors for the Bill.*

Maidstone Spring Waterworks.
(Incorporation of Company; Construction of Works; Purchase by Consent of the Waterworks of the Commissioners of Pavements of the Town and Parish of Maidstone, in the County of Kent.)

NOTICE is hereby given, that application will be made to Parliament, in the ensuing session, for an Act to incorporate a Company for affording a supply of water, for public and private purposes, to the town and parish of Maidstone, and to the several parishes, townships, and extra-parochial or other places of Aylesford, Allington, Boxley, Burham, Barning, East Farleigh, and Tovil, all in the county of Kent; and power will be taken in the said Act to enable the said Company to construct and maintain the works, and effect the object and purposes hereinafter mentioned, or some of them (that is to say):

1. To acquire the right to take, use, and appropriate, for the purposes of the undertaking, the waters of certain springs, respectively called or known by the names of the Tottington Spring, the Springhead upon Springhead Farm, and the Cussington Spring, and respectively arising or issuing upon the estate of Edward Ladd Betts, Esq., in the several parishes of Aylesford and Burham, in the county of Kent, or in one of such parishes, and of such further subterranean springs and waters as shall be found within the limits of deviation to be marked on the plans hereinafter mentioned, or as shall be acquired by agreement or otherwise, from the said Edward Ladd Betts, or other the party or parties competent to sell or dispose of the same.

2. To make one or more conduit or conduits, commencing in lands of the said Edward Ladd Betts, at or near the said respective springs, or the courses thereof, and terminating in a tank, to be made at or near a certain farm-house, in the said parish of Aylesford, called Cussington Farm-house, which said conduit or conduits will pass in, from, or through the said parishes of Burham and Aylesford, or one of them.

3. To construct, at or near the said farm-house, and in the said parish of Aylesford, a pumping station, with engines, tanks, wells, shafts, drifts, tunnels, machinery, apparatus, and appliances, and all necessary approaches thereto.

4. To construct an aqueduct, or main pipe, commencing at the said pumping station, and terminating by a connection with the work next hereinafter mentioned, at or in a certain field at the east side, and near the summit of a road leading from the back of the county gaol, in the borough of Maidstone, to Penenden Heath, in the said parish of Maidstone, and which said field is in the said parish of Maidstone, and forms part of an estate, called the Foley House Estate, and is the property, or reputed property, of James Whatman, Esq., M.P., and in the occupation of the said James Whatman and of Richard Elliston Phillips Balston, Esq. or of one of them, and the said aqueduct or main pipe will pass in, through, or into the several parishes, townships, or extra-parochial or other places of Aylesford, Burham, Allington, Boxley, and Maidstone, in the said county of Kent, or some of them.

5. To construct a reservoir and other works appurtenant thereto in the said field, in the parish of Maidstone, and to supply the same with water from or by means of the works hereinbefore mentioned, or some of them.

6. To construct and maintain in the said parishes, townships, and extra-parochial and other places, or some of them, all such culverts, cuts, drains, branch-pipes, service-pipes, distributing-

pipes, sluices, fire-plugs, wash-out cocks, and other works, apparatus and appendages, as may be necessary or proper for obtaining, storing, conveying, and delivering the water of the said Company, and for more conveniently using, draining, and cleansing the several works hereinbefore mentioned, and for extinguishing fires, watering streets, and flushing sewers.

7. To purchase by compulsion and by agreement, lands, tenements, houses, messuages, springs, streams, waters, and hereditaments, for the purposes of the undertaking, and to alter, vary, or extinguish all or any rights or privileges which might in any manner interfere with the objects of the said Act, and to confer other rights and privileges.

8. To lay down and maintain the said works in, over, upon, under, along, or across, any streets, lanes, roads, highways, bridges, railways, viaducts, rivers, canals, navigations, and other public passages and places, in any of the parishes or places aforesaid, or any part or parts thereof respectively.

9. To supply water in bulk to any public bodies or private persons requiring the same.

10. To levy and receive water-rates or charges, rents, and remunerations, in respect of the supply of water, and in respect of the hire of meters, for the delivery of water in bulk, and to confer, vary, and extinguish exemptions, with respect to the payment of such water-rates or charges, rents, and remunerations, or any of them.

11. To agree, by consent with the Commissioners of Pavements of the town and parish of Maidstone, or other the owners for the time being of the existing springs, reservoirs, mains, pipes, and other apparatus, whereby the town and parish of Maidstone, or some parts thereof, are now partially supplied with water, for the purchase of such springs, reservoirs, mains, pipes, and other apparatus, or any part or parts thereof, and of all rights, interests, and property therein, or connected therewith.

12. To incorporate with the Bill the provisions, or some of them, of "The Lands Clauses Consolidated Act, 1845," "The Companies' Clauses Consolidation Act, 1845," and "The Waterworks Clauses Act, 1847."

And notice is hereby further given, that duplicate plans, showing the line or situation of the intended works, and the lands in or through which the same will be made, and also duplicate sections, shewing the levels of the proposed works, with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands and houses which may be taken under the powers of the Bill, and also a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection at the Office of the Clerk of the Peace for the county of Kent, at Maidstone aforesaid, and that on or before the said 30th day of November a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended works shall be made, or be situate, or pass, 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 residence.

And notice is hereby also given, that printed copies of the Bill to be introduced for obtaining the said Act, will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December next.

Dated this 15th day of November, 1858.

Monckton and Son, Maidstone, Solicitors for the Bill.

West London Railway.

(Extension to the Victoria Station and Pimlico Railway, with diverging lines to the West End of London, and Crystal Palace Railway, and to the London and South Western Railway, and to the River Thames; Construction of Dock; Conversion and Appropriation of Kensington Canal, and power to lease or sell same; Powers to London and North Western, Great Western, London and South Western, London, Brighton, and South Coast, South Eastern, East Kent, and West End of London and Crystal Palace Railway Companies, and to the Victoria Station and Pimlico Railway Company, to subscribe and enter into arrangements; Amendment of Acts.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the West London Railway Company (hereinafter called "the Company") for an Act for the following purposes, or some of them:

To authorise the Company to construct and maintain the railways and works hereinafter mentioned, or some, or one of them, with all proper stations, approaches, works, and conveniences connected therewith respectively (that is to say):

A railway to commence by a junction with the West London Railway about 100 yards measured southwards along that railway from the bridge, carrying the Kensington and Hammersmith Turnpike Road over the same, in the parishes of St. Mary Abbots, Kensington, and Fulham, or one of them, in the county of Middlesex, to cross the River Thames by means of a bridge, and to terminate by a junction with the authorised line of the Victoria Station and Pimlico Railway Company at a point thereon about 250 feet from the commencement of that line, and in or near the enclosures numbered respectively 1 and 2, in the parish of St. Mary, Battersea, on the plans referred to in the 19th section of the Victoria Station and Pimlico Railway Act, 1858, which said intended railway will pass in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, St. Mary Abbots, Kensington, Fulham, St. Luke, Chelsea, and the bed and shore of the River Thames, in the county of Middlesex, and St. Mary, Battersea, and the bed and shore of the River Thames, in the county of Surrey.

A railway diverging from and out of the last-mentioned intended railway in the said parish of St. Mary, Battersea, at about 10 chains eastward of the point where the Battersea road unites with the Sheepcut road, and terminating by a junction with the West End of London and Crystal Palace Railway, westward of Falcon-lane, at or near the bridge carrying the Wandsworth-road over that railway and the London and South Western Railway in the same parish, which last-mentioned intended railway will be situate wholly within the said parish of St. Mary, Battersea, in the county of Surrey.

A railway diverging from and out of the first mentioned intended railway, at or near the point where the last-mentioned intended railway is hereinbefore described as diverging therefrom, and terminating by a junction with the London and South Western Railway, at or near the point where the Richmond branch of that railway joins the main line, in the said parish of St. Mary, Battersea, which last-mentioned intended railway will be wholly situate within the said parish of St. Mary, Battersea, in the said county of Surrey.

A railway diverging from and out of the intended railway first hereinbefore mentioned, at or near the junction between Latchmere-lane and Sheepcut-lane, in the said parish of St. Mary, Batter-

sea, and terminating by a junction with the London and South Western Railway, at or near the bridge which carries that railway over Poupart's-lane, in the said parish of St. Mary, Battersea, which last-mentioned intended railway will be wholly situate within the said parish of St. Mary, Battersea, in the county of Surrey.

A railway commencing by a junction with the first-mentioned intended railway, at or near the lock or basin of the Imperial Gas Light and Coke Company, in the parish of Fulham, and terminating at the bank of the River Thames about 30 chains above the mouth of the Kensington Canal, in the same parish, together with a dock or basin, and all necessary locks, sluices, culverts, weirs, and other works and conveniences connected therewith at the last-mentioned terminus of the said last-mentioned intended railway, all within the said parish of Fulham, in the county of Middlesex.

Also to authorise the Company to make a diversion or alteration of the Kensington Canal, commencing at or near Christie's flour mills at the south end of Pooley-lane, in the parish of St. Luke, Chelsea, and terminating in the same parish, at or near the lock or entrance to the basin of the Imperial Gas Light and Coke Company, which said diversion or alteration will be wholly situate within the said parish of St. Luke, Chelsea, in the county of Middlesex.

And it is also proposed by the said intended Act to authorise the conversion and appropriation of all or any part of the Kensington Canal, and of all or any of the branches, cuts, railways, tramways, lands, hereditaments, and other works connected therewith, for the purposes of the said intended railways and works, or some of them; and the stopping up and discontinuance of the use of all or any part of the said canal, or of the branches or other works thereof; and to vary or extinguish all or any existing powers, rights, and privileges in any manner connected with the said canal, or the lands, grounds, hereditaments, works, and conveniences thereto belonging, whether conferred by the Acts hereinafter referred to relating to the said canal or by other Act or Acts of Parliament, or otherwise howsoever.

And the intended Act will also confer on the Company the following powers or some of them (that is to say),

To cross, stop up, alter, or divert, whether 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 which it may be necessary to cross, stop up, alter, or divert in executing, the purposes of the intended Act or some of them.

To purchase, by compulsion or otherwise, lands houses, buildings, and hereditaments for the purposes of the said intended Act, and to vary or extinguish all existing rights and privileges connected with such lands, houses, buildings, and hereditaments, which would in any way interfere with the construction, maintenance, or use of the said intended railways or works, or other the purposes of the intended Act.

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

To raise a further sum of money for all or any of the purposes of the intended Act, by the creation of new shares, with or without a guaranteed or preference dividend or other rights or privileges attached thereto, and by borrowing on mortgage or bond, or by any of such means; and also to apply to all or any of such purposes any capital or funds

now or hereafter belonging to them or under the control of their directors.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections, describing the line or situation and levels of the said intended railways and works, and the lands proposed to be taken or appropriated for the purposes of the intended Act, together with a book of reference to such plans, and a published map, showing the general course of the said intended railways, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the 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 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 railways and works are proposed to pass or be made, together with a copy of this notice as published in the London Gazette, 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 it is also proposed by the intended Act to empower the London and North Western Railway Company, the Great Western Railway Company, the London and South Western Railway Company, the London, Brighton, and South Coast Railway Company, the South Eastern Railway Company, the East Kent Railway Company, the West End of London and Crystal Palace Railway Company, and the Victoria Station and Pimlico Railway Company, or any or either of such Companies, to subscribe and contribute funds towards the construction and maintenance of the said intended railways and works or any or either of them, or any part or parts thereof, and to guarantee such interest, dividends, annual or other payments in respect of the moneys expended in the construction thereof as may be agreed upon between such Companies respectively, and to take and hold shares in the capital of the Company, and to apply to the purposes aforesaid, or any of them, any capital or funds now or hereafter belonging to them respectively, or under the control of their respective directors, and if they shall think fit to raise additional moneys for that purpose by the creation of new shares in their respective undertakings, with or without preference or priority, or other rights or privileges, or by mortgage or bond. And also to empower the Company, on the one hand, and the London and North Western, Great Western, London and South Western, West End of London and Crystal Palace, and Victoria Station and Pimlico Railway Companies, or any or either of them, on the other hand, to enter into and carry into effect any agreements and arrangements with respect to the working, use, management, and maintenance of the said intended railways, or any or either of them, or any part or parts thereof, and the works connected therewith respectively, and to the payment and contribution by and between the Companies, parties to any such agreement or arrangement, or any or either of them, towards the costs, charges, and expenses of such working, use, management, and maintenance, and with respect to the regulation and management of the traffic on the said intended railways, or any or either of them, and to the tolls or sums of money to be paid by the Companies, parties to any such agreement or arrangement, or any or either of them, for the use of the said intended railways and works, or any or either of them or any part or

parts thereof, or for the apportionment of the tolls and fares received on the said intended railways and works, or any or either of them, or any part or parts thereof, or the payment of fixed sums in lieu thereof; and to enable the Companies, parties to any such agreement or arrangement, to appoint a joint committee for carrying into effect any such agreements, 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, and all such other rights, powers, and privileges as may be necessary or expedient for more effectually carrying into effect any such agreements or arrangements. And it is proposed by the intended Act to empower the Company to lease in perpetuity or for a term of years, or to sell and transfer the Kensington Canal, or so much thereof as shall not be converted and appropriated under the authority of the intended Act, and all branch canals, cuts, railways, tramways, lands, works, and conveniences connected therewith, to the London and North Western Railway Company, the Great Western Railway Company, the London and South Western Railway Company, the West End of London and Crystal Palace Railway Company, and the Victoria Station and Pimlico Railway Company, or any or either of such Companies, at such rent, for such price, or for such other consideration, and upon such terms and conditions as may have been or may be agreed upon between the Companies parties to any such lease or as may be fixed, ascertained, and determined in and by or under the provisions of the said intended Act, and to enable the said Companies, or any of them, to accept and take a lease of, or to purchase and take the said canal, or part thereof, branch canals, cuts, railways, tramways, lands, works, and conveniences aforesaid, and to vest in the lessees during the continuance of such lease, or as the case may be, absolutely, and for ever, all or some of the rights, powers, privileges, authorities, and liabilities, whether with reference to the levying of tolls, rates, and charges, or otherwise, which at the time of granting such lease, or effecting such sale, may be vested in the West London Railway Company; and, also, such other powers as may be deemed necessary in relation to the use and enjoyment of the premises so demised or sold.

And it is proposed by the intended Act to alter, amend, extend, and enlarge, or to repeal some of the powers and provisions of the several Acts following, or some of them, relating to the West London Railway and the Kensington Canal, or either of them that is to say (Local and Personal Acts), 5 Geo. IV., cap. 65; 7 Geo. IV., cap. 96; 6 Wm. IV., cap. 79; 3 and 4 Vic., cap. 105; 8 and 9 Vic., cap. 156; 9 and 10 Vic., cap. 369; 10 and 11 Vic., cap. 91; and 17 and 18 Vic., cap. 204; and also of the several Acts following, or some of them, relating to the Great Western Railway Company and their undertaking, that is to say (Local and Personal Acts), 5 and 6 Wm. IV., cap. 107; 6 Wm. IV., caps. 36, 38, 77, and 79; 1 Vic., caps. 91 and 92 (1837), and 24 and 26 (1838); 2 Vic., cap. 27; 3 Vic., cap. 47; 3 and 4 Vic., cap. 105; 4 and 5 Vic., cap. 41; 5 Vic., session 2, cap. 28; 6 Vic., cap. 10; 7 Vic., cap. 3; 7 and 8 Vic., cap. 68; 8 and 9 Vic., caps. 40, 53, 155, 156, 184, 188, 190, and 191; 9 Vic., cap. 14; 9 and 10 Vic., caps. 166, 181, 236, 239, 240, 278, 313, 315, 335, 337, 338, 369 and 402; 10 and 11 Vic., caps. 60, 72, 76, 91, 101, 109, 149, 154, 226 and 242; 11 and 12 Vic., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158 and 159; 13 Vic., caps. 6 and 7; 13 and 14 Vic., caps. 44, 98, and 110;

14 and 15 Vic., caps. 48 and 81; 15 and 16 Vic., caps. 125, 133, 140, 145, 147 and 168; 16 and 17 Vic., caps. 121, 153, 175 and 212; and 17 and 18 Vic., caps. 108, 120, 163, 192, 202, 204, 207, 209, 215, and 222, and also of the several Acts following, or some of them, relating to the London and North Western Railway Company and their undertaking (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 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; 16 and 17 Vic., caps. 97, 110, 157, 160, 161, 205, 216 and 222; 17 and 18 Vic., caps. 201 and 204; 18 and 19 Vic., cap. 172; 19 and 20 Vic., cap. 123; 20 and 21 Vic., cap. 108; and 21 and 22 Vic., caps. 130 and 131. And also of the several Acts following, or some of them, relating to the London and South Western Railway Company and their undertaking, that is to say (Local and Personal Acts), 4 and 5 Wm. IV., cap. 88; 1 Vic., cap. 71; 1 and 2 Vic., cap. 27; 2 and 3 Vic., cap. 28; 4 and 5 Vic., caps. 1 and 39; 7 and 8 Vic., caps. 5, 63 and 86; 8 and 9 Vic., caps. 86, 88, 93, 107, 121, 165, 185 and 199; 9 and 10 Vic., caps. 129, 131, 173, 174, 175, 252, 353, 370 and 391; 10 and 11 Vic., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273 and 297; 11 and 12 Vic., caps. 75, 85, 87, 89, 125 and 157; 51 Geo. III., cap. 196; 12 and 13 Vic., caps. 33 and 34; 13 and 14 Vic., cap. 24; 14 and 15 Vic., cap. 83; 16 and 17 Vic., cap. 164; 18 and 19 Vic., cap. 188; 19 and 20 Vic., cap. 120; 20 and 21 Vic., caps. 72, 121 and 136; and 21 and 22 Vic., caps. 58, 67, 89 and 101; and also of the several Acts following, or some of them, relating to the London, Brighton, and South Coast Railway Company or their undertaking, that is to say (Local and Personal Acts), 5 and 6 William IV., cap. 10; 6 and 7 William IV., cap. 121; 7 William IV., and 1 Vic., cap. 119; 1 and 2 Vic., cap. 20; 2 and 3 Vic., cap. 18; 3 and 4 Vic., cap. 129; 6 and 7 Vic., caps. 27 and 62; 7 and 8 Vic., caps. 67, 91, 92 and 97; 8 and 9 Vic., caps. 52, 113, 196, 199 and 200; 9 and 10 Vic., caps. 54, 63, 64, 68, 69, 83, 234, 281 and 283; 10 and 11 Vic., caps. 167, 244 and 276; 11 and 12 Vic., cap. 136; 16 and 17 Vic., caps. 41, 86, 88, 100 and 180; 17 and 18 Vic., caps. 61, 68 and 210; 18 and 19 Vic., caps. 114 and 169; 19 and 20 Vic., cap. 87; 20 and 21 Vic., caps. 72 and 143; and 21 and 22 Vic., caps. 57, 84 and 101. And also of the several Acts following, or some of them, relating to the South Eastern Railway Company or their undertaking, that is to say (Local and Personal Acts), 6 Wm. IV., cap. 75; 1 Vic., cap. 93; 2 Vic., cap. 42; 2 and 3 Vic., cap. 79; 3 Vic., cap. 46; 5 Vic., (sess. 2), cap. 3; 6 and 7 Vic., caps. 51, 52 and 62; 7 Vic., cap. 25; 7 and 8 Vic., caps. 69 and 91; 8 and 9 Vic., caps. 167, 186, 197 and 200; 9 Vic., caps. 55, 56 and 64; 9 and 10 Vic., caps. 305 and 399; 10 and 11 Vic., caps. 104 and 30; 13 and 14 Vic., cap. 31; 15 and 16 Vic., cap. 103; 16 and 17 Vic., caps. 116, 121, 130 and 156; 18 and 19 Vic., cap. 16; and 20 and 21 Vic., cap. 155.

And also of the several Acts following, or some of them, relating to the East Kent Railway Company or their undertaking, that is to say (Local and Personal Acts), 16 and 17 Vic., cap. 132; 18 and 19 Vic., caps. 94 and 187; 20 and 21 Vic., cap. 76; and 21 and 22 Vic., caps. 51 and 107. And also of the several Acts following, or some of them, relating to the West End of London and Crystal Palace Railway Company or their undertaking, that is to say (Local and Personal Act), 16 and 17 Vic., cap. 180; 17 and 18 Vic., cap. 210; 19 and 20 Vic., cap. 87; 20 and 21 Vic., cap. 143; and 21 and 22 Vic., caps. 104 and 118; and also of the Act relating to the Victoria Station and Pimlico Railway Company and their undertaking, that is to say (Local and Personal Acts), 21 and 22 Vic., cap. 118.

And notice is hereby further given, that on or before the 23rd day of December next, printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 11th day of November, 1858.

Reed, Langford, and Marsden, Solicitors,
59, Friday-street, Cheapside, London.

Oldham, Ashton-under-Lyne, and Guide Bridge Junction Railway.

(Extension from Oldham to Rochdale; Junction at Rochdale with Lancashire and Yorkshire Railway; Powers over part of same Railway.)

THE Oldham, Ashton-under-Lyne, and Guide Bridge Junction Railway Company (hereinafter called the Oldham Company) intend to apply to Parliament, in the next Session thereof, for leave to bring in a Bill to confer upon them the following, or some of the following, among other powers, namely:—

To construct and maintain a Railway from Oldham to Rochdale, with a branch at Rochdale, to the Lancashire and Yorkshire Railway, and with all necessary works, stations, approaches, and conveniences in connexion with the proposed extension and branch, such railway being in extension of the authorised line of the Oldham Company.

The extension will commence by a junction with the Oldham Branch of the Lancashire and Yorkshire Railway, at a point at or near the south-westerly corner of the Oldham Corporation Gas Works, in the division of Oldham-below-Town, in the township of Oldham, and parish of Oldham, otherwise Prestwich-cum-Oldham, in the county of Lancaster, and will pass through or into the several parishes and places following, or some of them (that is to say), Oldham-below-Town, Oldham-above-Town, Oldham, Royton, Crompton, Prestwich-cum-Oldham, Haugh, Butterworth Hall, Butterworth, Belfield, Newbold, Marland, Castleton Glebe, Castleton, Wardleworth, and Rochdale, all in Lancashire, and terminate in or near the town of Rochdale in the township or division of Wardleworth, near the junction of Smith-street and John-street, in a grass field there belonging to Captain Hugh Smith Baillie, and in the occupation of Richard Lord.

The Branch Railway will commence by a junction with the before-mentioned railway at a point in the Division of Newbold in Rochdale aforesaid, near to the junction of Buck Lane with Newbold Lane, in a grass field there belonging to Joseph Newbold, and in the occupation of Robert Jewison, and pass through or into the several parishes and places following (that is to say) Newbold, Castleton Glebe, Castleton, and Rochdale, all in Lancashire, and terminate by a junction with the main line of the Lancashire and York-

shire Railway at a point where the said last-mentioned railway crosses over the said Newbold Lane, or a continuation thereof, being about one hundred and forty yards from the north east end of the Rochdale station of the said Lancashire and Yorkshire Railway Company, in Castleton Glebe, or Castleton aforesaid.

To purchase by compulsion lands, houses, and other property, for the purposes of the said extension and branch and works, and to vary and extinguish all existing rights and privileges connected with the said lands, houses, and other property, and all such other rights and privileges as may interfere with any of the purposes of the said Bill.

To levy tolls, rates, and charges for, and in respect of the use of the said extension and branch and works, and to grant certain exemptions from such tolls, rates, and charges, and to confer other rights and privileges.

To apply their existing funds to the purposes of the Bill, or to raise further capital for that purpose, and to attach to the shares of such existing capital to be so applied, or of such new capital, such preferential dividend or other advantages as the Bill may define.

To incorporate with the Bill all or some of the provisions of "The Lands Clauses Consolidation Act, 1845," and "The Railways Clauses Consolidation Act, 1845."

To enable the Oldham Company, their officers and servants, and all corporations and persons lawfully using the Oldham Company's Railway, to run over, work, and use, with their engines and carriages of every description, and for the purposes of their traffic, upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon, or may be defined by the Bill, or be settled by means to be prescribed by the Bill, the portions hereinafter mentioned of the Lancashire and Yorkshire Railway, and the stations, watering places, approaches and conveniences, and works connected therewith, namely, so much thereof as lies between the station at Staley-bridge and the station at Miles Platting, both in Lancashire, including the said stations; so much as lies between the said station at Miles Platting and the Victoria Station at Manchester, and also the said Victoria Station; also that part of the Oldham branch of the same railway which lies between Clegg-street, at Oldham, and the station at Mumps, and the said station at Mumps; and also so much of the said main line as lies between the junction therewith of the said intended branch and the said station at Rochdale, and also the said station at Rochdale.

To require the Lancashire and Yorkshire Railway Company to afford upon their lines of railway, and at their stations, and particularly at the said Victoria Station, such facilities as may be prescribed in the Bill and upon such terms and conditions and on payment of such tolls, rates, and charges as shall be indicated in the Bill, for the reception, accommodation, and forwarding of the passenger and other traffic, and of the carriages of all descriptions conveying the traffic passing to, from, or over, or destined for the Company's railway, or any part thereof, so as to prevent any undue interruption, diversion, or delay in the passage of the said traffic. And the Bill will, with respect to the before-mentioned matters, alter and regulate the tolls, rates, and charges, authorised to be taken by the said Lancashire and Yorkshire Railway Company.

To amend and extend the powers and provisions of "The Oldham, Ashton, and Guide Bridge Junction Railway Act, 1857," (20th and 21st Victoria, chapter 137,) and especially to extend to

the undertaking contemplated by the Bill, the provisions contained in sections 51 to 62 of the said Act, enabling the Manchester, Sheffield, and Lincolnshire Railway Company to enter into contracts with the Oldham Company, touching the working, maintenance, and use, of the undertaking of the Oldham Company, and the tolls arising therefrom, and the appointment of joint committees for the purposes of any such contracts, and for the contribution, by the Manchester, Sheffield, and Lincolnshire Railway Company, of funds for the railway and works proposed by the Bill. And the Bill will also, for the purposes aforesaid, amend and extend the powers and provisions of "The Manchester, Sheffield, and Lincolnshire Railway Act, 1849" (12th and 13th Victoria, chapter 81), and the other Acts relating to the same Company, and also the powers and provisions of the 1st and 2nd William IV, chapter 60; the 6th and 7th William IV, chapter 111; the 10th and 11th Victoria, chapter 163; the 13th and 14th Victoria, chapter 83; and the several other Acts relating directly or indirectly to the Lancashire and Yorkshire Railway Company.

Duplicate plans and sections, describing the lines, situation, and levels of the proposed new lines of railway respectively, and the lands, houses, and other property in or through which the same will be respectively made, together with a book of reference to such plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands, houses, and other property; also a published map, with the lines of railway delineated thereon, so as to show its general course and direction, and a copy of this notice will, on or before the 30th day of November, 1858, be deposited for public inspection with the Clerk of the Peace for Lancashire, at his office, at Preston; 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 of the parishes in or through which the said railways will be made, and a copy of this notice will be deposited with the parish clerk of each such parish, at his place of abode; and in the case of any extra parochial place, then with the parish clerk of a parish immediately adjacent thereto.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December next.

Dated this 16th day of November, 1858.

Wirral Waterworks.

(Incorporation of Company, and Establishment of Water Works, for supplying the Townships of Tranmere, Oxtun, and other places, in the county of Chester; Purchase of Lands; Rates.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to incorporate a Company, to be called "The Wirral Water Works Company."

And, by the said Act, powers will be conferred upon the said Company, for all or some of the following purposes, that is to say:—

To construct and maintain water works, and to supply with water the several parishes, townships, and places of Tranmere, Rock Ferry, Higher Bebington, New Ferry, Lower Bebington, Bebington, and Storeton, in the parish of Bebington, and Oxtun, Noctorum, and Prenton, in the parish of Woodchurch, or some of them, all in the hundred of Wirral, in the county of Chester:

To make, construct, and maintain, all such reservoirs, weirs, aqueducts, conduits, drifts, or adits, mains, pipes, engines, wells, filtering beds, and other works and conveniences as may be necessary for such purposes, and particularly the works following, namely:

1. One or more well or wells, shaft or shafts, drifts or adits, with engines, pumps, tanks, conduits, pipes, and other conveniences, and also all necessary approaches and other works, to be situate in two certain fields or closes of land, called respectively, the Gorse or Gorse Croft, and Wall Field or Web Field, in the township of Prenton, in the parish of Woodchurch, in the said county of Chester, belonging to John Winder Lyon Winder, Esq., and in the occupation of Hannah Johnson.

2. A subterranean driftway or driftways, adit or adits, with all necessary works and conveniences connected therewith, commencing at the well or shaft firstly hereinbefore described, in the said fields or closes of land called Gorse or Gorse Croft and Wall Field or Web Field, and passing thence in or through the said township of Prenton and parish of Woodchurch in a westerly direction to, and terminating in or under, a certain field, called the Bridge Holme, in the said township of Prenton, and parish of Woodchurch, belonging to the said John Winder Lyon Winder, and in the occupation of Thomas Johnson.

3. A subterranean driftway or driftways, adit or adits, with all necessary works and conveniences connected therewith, commencing at the well or shaft firstly hereinbefore described, in the said fields or closes of land, called Gorse or Gorse Croft and Wall Field or Web Field, and passing thence in or through the said township of Prenton, and parish of Woodchurch, in an easterly direction to, and terminating in, a certain field called Far Field, belonging to the said John Winder Lyon Winder, and in the occupation of Ann Trelford, adjoining a certain lane or road called Storeton-road, in the said township of Prenton, and parish of Woodchurch.

4. A main pipe, line of pipes, or aqueduct, conduit or conduits, with all proper works and conveniences therewith, commencing from and out of the said well or shaft firstly hereinbefore described in the said fields or closes of land called the Gorse or Gorse Croft, and Wall Field, or Web Field, and passing thence in an easterly direction from, in, through, or into the several parishes, townships, or extra-parochial places of Woodchurch, Prenton, Bebington, and Tranmere, and terminating in the village of Higher Tranmere, in the reservoir next hereinafter described.

5. A service reservoir, with all necessary approaches and other works and conveniences connected therewith, to be situate on certain lands in the township of Higher Tranmere, in the parish of Bebington, on the north side of Prenton-road, on parts of which lands several cottages, a joiner's workshop, and a pinfold or pound are now standing, and the other parts thereof consist of yards, passages, and gardens, and part of a field called The Old Lad's Croft, and the whole are bounded on the south by Prenton-lane, and on the east by Back-lane, in Higher Tranmere, in the township of Tranmere, in the parish of Bebington, and belong respectively to Hannah Johnson, George Orred, Esq., and Catherine Glegg, and are in the respective occupations of William Parr, Ralph Corwell, Thomas Morris, John Johnson, Samuel Ledson, Thomas Jones, Sarah Lunt, John Bather, John Graham, Thomas Ireland, John Keeling, John Manlove, and William Lee.

6. A main pipe, line of pipes, or aqueduct, con-

duit or conduits, with all proper works and conveniences connected therewith, commencing from and out of the aqueduct fourthly hereinbefore described, in the said field, called Far Field hereinbefore described, adjoining the Storeton-road, in the township of Prenton, and parish of Woodchurch aforesaid, and passing thence, from, in, or through, or into the several parishes, townships, or extra-parochial places of Woodchurch, Prenton, and Oxtou, and terminating in the township of Oxtou, in the parish of Woodchurch, in the reservoir next hereinafter described.

7. A service reservoir with all necessary approaches and other works and conveniences connected therewith, to be situate on a certain piece of land in the township of Oxtou, in the parish of Woodchurch, belonging to the devisees of the late Earl of Shrewsbury, or other the person or persons entitled to the real estates late the property of the said Earl of Shrewsbury, and abutting upon and lying on the north side of a certain lane or road called Hughes'-lane, or Newborn's-lane, and part of which piece of land is at present waste and unoccupied, and the other part thereof now is or late was a quarry, and is also unoccupied.

And in the construction of such works to lay down, make, and maintain all such mains, pipes, culverts, and other works, in, under, over, and across, and for that purpose to break open any roads, highways, streets, lanes, public places, bridges, railways, viaducts, brooks, streams, watercourses, sewers, or drains, and to alter, divert, or stop up, either temporarily or permanently any roads, highways, sewers, drains, pipes, ways, or watercourses, as may be necessary to enable them to supply with water the said parishes, townships, and places.

All which said works will be situate in, or pass from, through, or into the several parishes, townships, and places, of Tranmere, in the parish of Bebington and Oxtou and Prenton, in the parish of Woodchurch, all in the said county of Chester.

And notice is hereby further given, that it is intended by the said Act to enable the said Company for the purposes aforesaid to take and use the waters of certain springs, situate in or under the said fields or closes of land, called Gorse or Gorse Croft, and Wall Field or Web Field, in the said township of Prenton, and parish of Woodchurch.

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

To levy and collect rents, rates, tolls, and charges for such supply of water, and to confer, vary, or extinguish exemptions from payment of rents, rates, tolls, and charges.

To incorporate with the said Act the provisions, or some of them of "The Lands Clauses Consolidation Act, 1845;" "The Companies Clauses Consolidation Act, 1845;" and "The Waterworks Clauses Act, 1847."

And notice is hereby further given, that on or before the thirtieth day of November instant, duplicate copies of the plan and section of the said intended works, describing the lines and levels thereof, and the lands, houses, and other property to be taken for the purposes thereof, with a book of reference to such plan, containing the names

of the owners, or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, 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 Chester, at his office at Chester; and that on or before the said thirtieth day of November instant a copy of so much of the said plan, section, and book of reference, as relates to the several parishes and extra-parochial places in or through which the said intended works are to be made or are situate, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection, with the parish clerk of each such parish, at his residence and in the case of an extra-parochial place, with the parish clerk of some parish adjoining thereto, at his residence, and the printed copies of the said intended Act will on or before the twenty-third day of December next, be deposited in the Private Bill Office of the Honourable the House of Commons.

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

James Gill, Solicitor, Birkenhead.
Gregory, Gregory, Skirrow, and Rowcliffe,
Parliamentary Agents, 1, Bedford-row,
London.

Vale of Llangollen Railway.

(Incorporation of Company; Construction of Railway from Ruabon to Llangollen.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to incorporate a Company with the following, or some of the following, among other powers; that is to say: to construct and maintain a railway, with all proper works, approaches, stations, and other conveniences, commencing at or near the third bridge over the Shrewsbury and Chester line or section of the Great Western Railway, south-west of the Ruabon station, upon such line of railway, and passing through the townships or places of Ruabon, Rhyddallt, Boddlytyn Christionydd Kenrick, Coed Christionydd, Trevor Issa, Trevor Ucha, Llangollen, Llangollen Fechan, Llangollen Fawr, and Llangollen Abbott, or some of them, and the several parishes of Ruabon and Llangollen, in the county of Denbigh, and terminating in or near a certain field adjoining the Llangollen vicarage, and lying to the westward of the same, situate in the townships of Trevor Ucha, or Llangollen Abbott, or one of them, in the parish of Llangollen, and which railway will be wholly within the county of Denbigh; also for powers to extend a certain tramway, leading from an inclined plane, from the Trevor Lime Rocks, so as to connect such tramway, with the said intended railway, also, to purchase and take lands, houses, and other property by compulsion, 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 the lands, houses, and property, proposed to be so purchased or taken, 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; to alter, divert, or stop up all turnpike and other roads, railways, tramways, aqueducts, bridges, canals, streams, and rivers, with which it may be necessary to interfere in the construction of the said intended railway and works, 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 also to enable the

New British Iron Company to subscribe to, and apply a portion of their capital or income in the promotion of the said undertaking.

Duplicate plans and sections of the said intended railway and works, together with books of reference thereto, with a published map, shewing the general course and direction of the said proposed railway and works, and also a copy of this notice, as published in the London Gazette, will be deposited on or before the thirtieth day of November instant, with the Clerk of the Peace for the county Denbigh, at his office in Ruthin, in the said county; and a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes, in or through which the said intended railway and works are proposed to be made, and a like copy of the said Gazette notice will be deposited on or before the said thirtieth day of November instant, with the parish clerk of each parish, at his residence.

And it is also proposed to enable the Company to be incorporated by the said intended Act, and the Great Western Railway Company, to enter into arrangements and agreements with respect to the working and use by the last-named Company of the said intended railway and works, and with respect to the interchange of traffic, and the apportionment of the tolls and profits arising therefrom, and to enable the said last-named Company to apply any portion of their income or capital, to the purposes of any such arrangement or agreement, and so far as may be necessary for the purposes aforesaid, powers will be taken to alter, amend, extend, or enlarge the powers and provisions of the several Acts following, or some of them, relating to, or directly or indirectly affecting, the Great Western Railway Company; that is to say—local and personal) 5th and 6th William IV, chapter 107; 6th William IV, chapters 36, 38, 77, and 79; 1st Victoria, chapters 91 and 92 (1837), and 24 and 26th (1838); 2 Victoria, chapter 27; 3rd Victoria, chapter 47; 3rd and 4th Victoria, chapter 105; 4th and 5th Victoria, chapter 41; 5th Victoria, session 2, chapter 28; 6th Victoria, chapter 10; 7th Victoria, chapter 3; 7 and 8 Victoria, chapters 68 and 99; 8th and 9th Victoria, chapters 40, 42, 53, 115, 155, 156, 184, 188, 190, and 191; 9th Victoria, chapter 14; 9 and 10 Victoria, chapters 166, 181, 236, 239, 240, 250, 251, 274, 275, 278, 307, 308, 313, 315, 326; 335, 337, 338, 369, and 402; 10 and 11 Victoria, chapters 60, 72, 76, 80, 91, 101, 109, 144, 149, 154, 226, and 242; 11th and 12th Victoria, chapters 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 12th and 13th Victoria, chapters 6, 7, 55, and 85; 13th and 14th Victoria, chapters 44, 98, 110; 14th and 15th Victoria, chapters 48, 81, and 131; 15th and 16th Victoria, chapters 125, 133, 140, 145, 146, 147, 165, and 168; 16th and 17th Victoria, chapters 121, 153, 175, and 212; 17th and 18th Victoria, chapters 108, 120, 163, 192, 202, 204, 207, 209, 215, and 222; 18th Victoria, chapters 11, 59, 69, 102, and 139; 18th and 19th Victoria, chapters 151, 171, 172, and 191; 19th and 20th Victoria, chapters 109, 123, 132, 126, and 137; and of the several Acts relating to the Shrewsbury and Birmingham, and Shrewsbury and Chester Railway Companies enumerated in the schedule to the said Act 17th and 18th Victoria, chapter 222.

And it is also proposed by such intended Act, to alter and limit the tolls, dues, and charges authorized to be levied and taken at the Llangollen Bridge, turnpike-gate, in so far as the same shall affect or relate to traffic to and from the said intended railway, which shall either cross the bridge over the river Dee, in the town and parish of Llangollen, or use the Wrexham and Ruthin turnpike-road, for any distance not exceeding eight hundred yards, adjoining the boundary of the Llangollen

station of the said intended railway, and to empower the trustees under the hereinafter recited Act, and all other turnpike trustees or other parties interested, to make and carry into effect such arrangements and agreements with the Company to be incorporated by the said Act, as may be mutually agreed upon, in relation to such tolls, dues, and charges, and to lease such tolls, dues, and charges to the said Company, or to compound the same for the payment of a fixed or annual sum; and also to enable the said Company to make and carry into effect such arrangements and agreements, and also, in so far as may be necessary for the purposes last aforesaid, to alter, amend, extend, and enlarge some of the provisions, of an Act of Parliament, passed in the first year of the reign of his late Majesty King George IV, c. 45, entitled, "An Act for more effectually repairing and improving the road from the town of Poole, in the county of Montgomery, through Oswestry, in the county of Salop, to Wrexham, in the county of Denbigh, and several other roads therein mentioned in the said counties, and in the county of Merioneth, and for making several new branches of roads to communicate with the said roads, in the counties of Salop, Montgomery, and Denbigh."

On or before the 23rd 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 11th day of November, 1858.

*Longueville, Williams, and Jones, Oswestry ;
Charles and Watkin Richards, Llangollen,
Solicitors for the Bill.
Theodore Martin, 10, New Palace Yard, Westminster, Parliamentary Agent.*

Eastbourne Water Works.

(Incorporation of Company—Construction of Works—Supply of Water to the Town of Eastbourne and places adjacent thereto, within the parishes of Eastbourne and Willingdon—Purchase of Works, &c., of "The Eastbourne Water Works Company, Limited"—Power to raise capital, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill for better supplying with water the town of Eastbourne and the places adjacent thereto, commonly called or known by the several names of Compton Place, South Street, otherwise South Bourne, Prentice Street, Meads Street, Sea Houses, Upperton, and Bourne Level, or some or one of them, all in the parish of Eastbourne, in the county of Sussex; and Willingdon, in the parish of Willingdon, in the said county; and for that purpose to incorporate a Company, and to empower such Company to make and maintain the several works hereinafter mentioned, or some of them or some part or parts thereof, with all proper conveniences connected therewith, and to effect the objects and purposes hereinafter mentioned, or some of them, that is to say:—

To make and maintain an aqueduct, conduit, or line of pipes commencing in the said parish of Eastbourne, in the said county of Sussex, in that portion of a field, called or known by the name of "The East part of Bedford Well Lane," situate on the eastern side of the Eastbourne Branch of the London, Brighton, and South Coast Railway, belonging to the devisees in trust of the late Charles Gilbert, Esq., and in the occupation of James Gorringe, and terminating in the said parish of Eastbourne, at a point in a field, called or known by the name of "The Mill Field," belonging to the aforesaid devisees in trust of the said Charles

Gilbert, and in the occupation of the said James Gorringe, (and which said field is adjacent to a field called "Folly Bank,") and at or in the intended reservoir and works next hereinafter mentioned, which said intended aqueduct, conduit, or line of pipes will be wholly made or situate within the said parish of Eastbourne.

To make and maintain a reservoir with all necessary approaches, embankments, cuttings, filtering beds, and other works connected therewith, to be situated in the said parish of Eastbourne, in the said county of Sussex, in or upon the said field called or known by the name of "The Mill Field," or some part thereof, and to adjoin or be in connection with the terminus of the aqueduct, conduit, or line of pipes hereinbefore described.

To make and maintain an aqueduct, conduit, or line of pipes commencing in the said parish of Eastbourne, in the said county of Sussex, from and out of or by a junction with the said intended reservoir, passing through and terminating in the said parish of Eastbourne, at or near a point in the road or highway leading from Eastbourne Old Town to South Street, where such road or highway forms a junction with the road leading to Upperton.

To take, intercept, use, pump up, collect, and store up, and divert into the said intended aqueducts, conduits, reservoir, and works, or any or either of them, at or near the point in the said parish of Eastbourne, where the said first mentioned aqueduct, conduit, or line of pipes is intended to commence, the waters of the well or pond, called by the name of the Bedford Well, and of the springs and streams, (whether surface or otherwise) in or under or communicating with (or flowing into) such well or pond, and of any other springs or streams in the line of, or adjacent to the intended aqueducts, reservoir, and works.

To make, lay down, and maintain, all filtering beds, dams, sluices, valves, weirs, gauges, cuts, embankments, channels, drains, mains, pipes, conduits, wells, tanks, engines, machinery, and other conveniences, which may be required or deemed expedient in connection with the said proposed water works or any or either of them, or which may be necessary or proper for collecting, using, pumping, and storing up, and diverting the waters of the said well, or pond, springs, and streams and for furnishing or distributing the water to be supplied, and carrying into full effect the objects and purpose of the said intended Bill, which said intended aqueducts, conduits, lines of pipe, reservoir, engines, works, and conveniences, will be made or pass from, through, or into the several parishes and places hereinbefore mentioned, or some or one of them.

To supply water to the inhabitants of the said town and places within the parishes of Eastbourne and Willingdon, or one of them, for private use, and also for trade, public, and sanitary purposes, and in bulk or otherwise.

To lay down and maintain pipes and other works in, under, over, or across, and for that purpose to cross, break, open, alter, divert, or stop up, either temporarily or permanently, any roads, highways, footpaths, streets, public places, bridges, canals, towing-paths, railways, tramways, works, sewers, drains, streams, brooks, and water courses, in any of the parishes or places before-mentioned and elsewhere, within the said town and places, or some or one of them.

To purchase, by compulsion or otherwise, take on lease, and to take grants of easements over any lands, houses, springs, streams, waters, and other hereditaments, requisite or desirable for the purposes aforesaid or 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 levy and recover rates, rents, and charges, for or in respect of the proposed supply of water, and to confer exemptions from the payment of rents, rates, or charges, and to authorise compositions for rates, rents, or charges, and to vary or extinguish existing rights and privileges, with respect to rates, and to confer other rights and privileges in respect thereof, and to raise money for all or any of the purposes of the said Bill.

And it is proposed by the said Bill to enable the said intended Company to purchase the undertaking land and premises, works, mains, pipes, plant, property, and effects, and the rights, powers, and privileges belonging thereto, of the Company called or known by the name of The Eastbourne Water Works Company, limited, incorporated under the provisions of the Joint Stock Company's Act, 1856; and situated within the said parish of Eastbourne, and to enable such last-mentioned Company to sell and convey the same accordingly. And also to enable the said intended Company to exercise all or some of the powers of the said Eastbourne Water Works Company, limited; and to raise moneys by shares or stocks, with or without preference or priority in payment of interest or dividend, in perpetuity or otherwise, and on such terms and conditions, and such special privileges or advantages, as may be agreed on or prescribed by the said intended Bill; or by borrowing on mortgage or bond for all or any of the purposes aforesaid, and to enable such last-mentioned Company and the intended Company to make and enter into all necessary agreements and arrangements for such purposes or any or either of them.

And it is also proposed by the said Bill to enable the said intended Company to enter into and make contracts with commissioners, corporations, and other public and local bodies for the supply of water within the limits of the said intended Bill, and to confer on such commissioners, corporations, and other public and local bodies corresponding contracting powers.

And it is also intended by the said Bill to extend and apply the provisions, or some of the provisions, of "The Companies Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" "The Water Works Clauses Act, 1847;" and "The Towns Improvement Clauses Act, 1847;" or some of them, to the said intended Company.

Plans and sections, describing the lines, levels, and situations of the said intended aqueducts, conduits, pipes, reservoir, and other works, 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, with a copy of this notice, as published in the London Gazette, will, on or before the thirtieth day of November, 1858, be deposited with the Clerk of the Peace for the county of Sussex, at his office at Lewes, in the said county; and 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 aqueducts, conduits, pipes, reservoir, and other works are intended to be made or situate, with a copy of this notice, as published in the London Gazette, will, on or before the said thirtieth day of November, 1858, be deposited with the parish clerk of each such parish at his residence.

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

Dated this twelfth day of November, 1858.

No. 22204.

F

North and South London Junction Railway.

(Incorporation of Company to make Railways connecting the London and North Western, Great Western, Hampstead Junction, West London, London and South Western, and the West End of London and Crystal Palace Railways; Powers to purchase or lease West London Railway and Kensington Canal; Conversion and Appropriation of Canal; Powers to the several Companies to whom such Railways belong, and also to the Victoria Station and Pimlico, Great Northern, North London, North and South Western Junction, London Brighton and South Coast, and South Eastern Railway Companies; Amendment of Acts.)

IT is intended to apply to Parliament in the next session for leave to bring in a Bill to incorporate a Company, and to confer on such Company power to make and maintain the railways hereinafter mentioned, or some or one of them, with all proper stations, approaches, works, and conveniences connected therewith respectively, that is to say:

1. A railway commencing by a junction with the London and North Western Railway, at or near the Willesden Station, in the parish of Willesden, in the county of Middlesex, passing through or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say,—Willesden; Acton; Kensall Green; Kilburn; Hammersmith; Saint John, Hampstead; Paddington; Saint Mary Abbots, Kensington; Saint Luke, Chelsea, and All Saints, Fulham, in the county of Middlesex: All Saints, Wandsworth; Saint Mary, Battersea; and Holy Trinity, Clapham, in the county of Surrey: and terminating by a junction with the Battersea Branch of the West End of London and Crystal Palace Railway, at or near where the same crosses Long Hedge Farm Lane, in the parish of Saint Mary, Battersea, in the county of Surrey.

2. A railway commencing by a junction with the said firstly-proposed railway at or near where the same is intended to cross York Road, about eight chains westward from the junction of York Road with Falcon Lane, in the parish of Saint Mary, Battersea, in the county of Surrey, passing thence from, through or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say,—Saint Mary, Battersea, All Saints, Wandsworth, and Holy Trinity, Clapham, in the county of Surrey; and terminating by a junction with the West End of London and Crystal Palace Railway on Wandsworth Common, in the parish of Saint Mary, Battersea, in the county of Surrey, at about twenty chains south of the new Wandsworth station of the said last mentioned railway.

3. A railway commencing by a junction with the said firstly-mentioned proposed railway at or near where the same is intended to cross Falcon Lane, about ten chains south of the junction of Falcon Lane and York Road, and terminating by a junction with the London and South-Western Railway at or near to where the said last-mentioned railway crosses Pig Hill Lane, and which said proposed railway is intended to be made wholly in the parish of Saint Mary, Battersea, in the county of Surrey.

4. A railway commencing by a junction with the said firstly-mentioned proposed railway at about thirty-eight chains north-west of the common-keeper's house on Wormwood Scrubs, in the parish of Hammersmith, in the county of Middlesex, passing thence from, through or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say,—Hammersmith, Fulham, and Acton, in the county of Middle-

sex, and terminating by a junction with the Great Western Railway at or near Old Oak Common Lane, in the parish of Acton, in the county of Middlesex.

5. A railway commencing by a junction with the said firstly-mentioned proposed railway, in the parish of Acton, in the county of Middlesex, at or near a point about fifteen chains eastward of the bridge which carries Old Oak Common Lane over the Grand Junction Canal, passing thence from, through or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say,—Acton and Hammersmith, in the county of Middlesex, and terminating by a junction with the London and North-Western Railway at or near Scrubbs Lane Railway Bridge, in the parish of Hammersmith, in the county of Middlesex.

6. A railway commencing by a junction with the said fifthly-mentioned proposed railway, at a point about fifteen chains eastward of the bridge which carries Old Oak Common Lane over the Grand Junction Canal, in the parish of Hammersmith, in the county of Middlesex; passing thence from, through or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say,—Hammersmith, Acton, and Willesden, in the county of Middlesex; and terminating by a junction with the Hampstead Junction Railway, now in course of construction, at or near a point twelve chains eastward of the Harrow Road, where the said road crosses the said last-mentioned railway, in the parish of Willesden, in the county of Middlesex.

To authorise the Company to make a diversion or alteration of the Kensington Canal, commencing at or near the bridge which carries the King's Road over the said canal, called Stanley Bridge, in the parishes of Fulham and Chelsea, in the county of Middlesex; and terminating at or near where the said canal joins Sand's End Lane, in the said parishes of Fulham and Chelsea, in the county of Middlesex.

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

To stop up, alter, or divert, either temporarily or permanently, any turnpike or other roads, highways, railways, canals, rivers, watercourses, and bridges within the said parishes or places, so far as the same may be necessary for the construction of the said railways and works.

The Bill will also authorise the West London Railway Company and their lessees and assigns to sell or let, and the Company so to be incorporated to purchase or take on lease the West London Railway or any part thereof, and also the Kensington Canal or any part thereof, and all approaches, stations, branch canals, cuts, railways, tramways, lands, works, and conveniences connected therewith, either absolutely in perpetuity or for a term of years, at such price or rent, or for such other considerations, and upon such terms and conditions as may have been or may be agreed upon between the parties to any such sale or lease, or as may be defined by the Bill, and to vest in the said Company during the continuance of such lease, or, as the case may be, absolutely and for ever, all or some of the rights, powers, privileges, authorities, and liabilities, whether with reference to the levying of tolls, rates, and charges, or otherwise, which

at the time of effecting such sale or granting such lease may be vested in the West London Railway Company, their lessees and assigns, any or either of them, and also such other powers as may be deemed necessary in relation to the use and enjoyment of the premises so sold or demised, and to enable the said Company and the West London Railway Company, their lessees and assigns, and any other Company or person, to enter into all necessary agreements for effectuating the purposes aforesaid or any of them.

And it is also proposed by the said Bill to authorise the conversion and appropriation of all or any part of the Kensington Canal, and of all or any of the branches, cuts, railways, tramways, lands, hereditaments, and other works connected therewith, for the purposes of the said intended railways and works, or some of them, and the stopping up and discontinuance of the use of all or any part of the said canal, or of the branches or other works thereof, and to vary or extinguish all or any existing powers, rights, and privileges in any manner connected with the said canal, or the lands, grounds, hereditaments, works, and conveniences thereto belonging, whether conferred by the Acts relating to the said canal, or by any other Act or Acts of Parliament, or otherwise howsoever.

To authorise the said proposed Company, and the London and North Western, Great Western, Great Northern, North London, West London, West End of London and Crystal Palace, Victoria Station and Pimlico, London Brighton and South Coast, South Eastern, and London and South Western Railway Companies, or any or either of them, to run over, work, and use with their engines and carriages the said proposed railways, and the railways belonging to the said Companies respectively, or any part or parts thereof, and the stations, watering-places, sidings, platforms, booking and other offices, warehouses, buildings, and other conveniences belonging thereto, and to grant to the said Companies, any or either of them, facilities for the conveyance of traffic to, from, and over their several railways and the railways to be constructed as aforesaid, and over the said West London Railway, or any part thereof, and to lay down, so far as may be necessary or expedient, on the railways so to be constructed, or on any part thereof, rails to enable engines and carriages constructed on the gauge known as the broad gauge to travel thereon.

The Bill will authorise the said Companies, or any of them, either jointly or severally to make and maintain the aforesaid railways and works, and will vest in them jointly or severally the aforesaid powers. It will also authorise them, or any of them, to supply funds for the construction of the proposed railways and works in such proportions and upon such conditions as the Bill may prescribe, and to apply to that purpose their existing funds or any moneys which they may be now authorised to raise. And the Bill will authorise them, or any of them, to raise for the same purpose additional capital by shares and by borrowing, and to attach to the shares so to be raised any preference or priority of dividend, or any other advantage which the Bill may define.

The Bill will also enable the said Companies, or any of them, to enter into agreements, or the Bill itself will contain provisions, with respect to the use, working, and management of the said proposed railways and works, and the receipt and apportionment of the proceeds derived from the same, and the appointment of joint committees of the said Companies, or any of them, for the purposes aforesaid, and for superintending and controlling the construction, maintenance and use of the said railway and works, and raising the funds needful for those purposes.

The Bill will also vary, extend, and enlarge (so far as may be necessary or expedient) all or any of the provisions contained in the several Acts of Parliament relating to the London and North Western, Great Western, Great Northern, Hampstead Junction, North and South Western Junction, North London, London and South Western, London Brighton and South Coast, South Eastern, West End of London and Crystal Palace, Victoria Station and Pimlico, and West London Railway Companies, and also the several Acts of Parliament relating to the Kensington Canal.

Duplicate plans and sections, describing the lines, situations, and levels of the proposed new lines of railway, and the lands, houses, and other property in or through which they are intended 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, houses, and other property which may be taken for the purposes of the said railway and works; and also a published map with the line of railway delineated thereon, so as to show its general course and direction; and a copy of this notice 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 county of Surrey, at his office at Lambeth, and on or 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 railways or 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.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, before the 23rd day of December next.

Dated this Eleventh day of November, 1858.

Johnston, Farquhar and Leech, Solicitors for the Bill.

North-Eastern Railway.

Power to construct Branch Lines of Railway to Harrogate; to raise further Money; amendment of Acts and other purposes.

NOTICE is hereby given, that application will be made to Parliament, in the next session, for an Act to enable the North-Eastern Railway Company, to make and maintain the railways following, with all proper stations, works, and conveniences connected therewith, and approaches thereto, that is to say,—

Firstly—A railway commencing by a junction with the railway from Leeds to Thirsk, belonging to the North-Eastern Railway Company, hereinafter called the Leeds and Thirsk Railway, at or near to a point distant 32 chains, measuring in a north-easterly direction, from the centre of the Leeds and Harrogate turnpike road, where that road crosses the said Leeds and Thirsk Railway, and terminating by a junction with the Church Fenton and Harrogate Branch of the North-Eastern Railway, at the south-east end of the Crimple Viaduct of that branch, which said proposed railway will be wholly situate in the township of Follifoot and parish of Spofforth, in the West Riding of the county of York.

Secondly—A railway commencing by a junction with the said Church Fenton and Harrogate Branch Railway, at the point where the Hookstone-road crosses over that branch, in the township and parish of Pannal, in the said West Riding, and thence passing from, in, through, or into the several parishes, townships, and extra-parochial or other

places following, or some of them; that is to say—Pannal, High Harrogate, Low Harrogate, Bilton, Bilton-with-Harrogate, Scriven, Scriven-with-Tentergate, and Knaresborough, all in the said West Riding, and terminating by a junction with the said Leeds and Thirsk Railway, at or near the point where that railway crosses Bilton-lane, in the township of Bilton-with-Harrogate and parish of Knaresborough, in the said West Riding.

Thirdly—A railway commencing by a junction with the said secondly proposed railway, in a field belonging to Georgina Farsyde Watson, and in the occupation of Thomas Hall, in the said township of Bilton-with-Harrogate and parish of Knaresborough, and thence passing from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say—Bilton, Bilton-with-Harrogate, Scriven, Scriven-with-Tentergate, and Knaresborough, and terminating by a junction with the said Leeds and Thirsk Railway, at a point in the said township of Scriven-with-Tentergate, and parish of Knaresborough, distant 240 yards, or thereabouts, measuring in a north-westerly direction, from the centre of the Harrogate and Borough-bridge turnpike-road, where that road is crossed by the said Leeds and Thirsk Railway.

And in such intended Act powers will be sought to pass across, or over, or under, and to divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, and other highways, streams, canals, navigations, railways, and tramroads, within the said parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to pass across, or over, or under, or to divert, alter, or stop up, for the purposes of such proposed railways and works, or any of them, and to purchase, by compulsion or otherwise, lands and houses for the purposes of the said intended railways and works, and to alter, vary or extinguish all existing rights and privileges connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance, and use of the said proposed railways and works, and to confer other rights and privileges, and also powers to levy tolls, rates, and duties, for or in respect of the use of the said proposed railways and works, and to confer such exemptions from the payment of such tolls, rates, and duties, as may be thought expedient.

And it is also proposed by such intended Act, to authorize the North-Eastern Railway Company to apply any of their existing funds, and to raise by the creation of new shares or stock, or by borrowing, a further sum of money for the purposes of the said intended Act, and to authorize the assigning to all or any of such new shares or stock such guaranteed dividend or dividends, and such preferences, priorities, or privileges in the payment of dividends or otherwise over, or pari passu with, all or any other classes of shares or stock in the Company, as may be agreed upon, or as may be provided by or under the provisions of such intended Act.

And notice is hereby further given, that on or before the thirtieth day of November instant, duplicate plans and sections of the said proposed railways and works, together with a book of reference to such plans, and a published map, whereon will be defined the general course and direction of the said proposed lines of railway, 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 West Riding of the county of York, at his office at Wakefield, in the said West Riding, and that on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference

as relates to each parish or extra-parochial place in or through which the said proposed railways and works are intended to be made, and also a copy of this notice as published in the London Gazette, will be deposited with the parish clerk of each such parish, at his place of abode, and as regards any extra-parochial place with the clerk of some adjoining parish at his place of abode.

And it is proposed by the said intended Act, to alter, amend, extend, and enlarge some of the powers and provisions of the several Acts relating to the North-Eastern Railway Company hereinafter mentioned, that is to say (local and personal Acts)—6 Will. 4, cap. 21; 1 Vic., cap. 68; 4 Vic., cap. 7; 5 Vic., sess. 2, cap. 80; 6 Vic., cap. 8; 7 Vic., caps. 21 and 27; 7 and 8 Vic., cap. 61; 8 and 9 Vic., caps. 34, 57, 58, 84, 92, 104, and 163; 9 Vic., caps. 58, 59, 65, and 66; 9 and 10 Vic., caps. 77, 89, 95, 96, 149, 153, 154, 164, 207, 235, 241, 242, 247, 264, and 330; 10 and 11 Vic., caps. 117, 133, 134, 140, 141, 210, 216, 218, and 219; 11 and 12 Vic., caps. 24, 55, 56, 57, 68, 71, and 81; 12 and 13 Vic., caps. 27, 58, and 60; 13 and 14 Vic., caps. 38, and 53; 14 Vic., cap. 39; 14 and 15 Vic., caps. 47, 84, and 85; 15 Vic., caps. 36, 37, 57, 96, and 114; 15 and 16 Vic., cap. 127; 16 and 17 Vic., caps. 109 and 136; 17 Vic., cap. 73; 17 and 18 Vic., caps. 164 and 211; and 20 and 21 Vic., caps. 19, 33, and 46; and "The North Yorkshire and Cleveland Railway Act 1858"; and the several Acts in such Acts respectively, or any them, recited or referred to.

And notice is hereby further given, that on or before the 23rd day of December next, printed copies of the said intended Act or Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this twelfth day of November, 1858.

Richardson, Gutch, and Richardson,
Solicitors, York.

Hooton and Neston Railway.

(Incorporation of Company; Constructor and Maintenance of Railway and Works; Power to use the Station of the Birkenhead, Lancashire, and Cheshire Junction Railway Company, at Hooton, and for the last-mentioned Company to contribute towards the construction and maintenance of the proposed railway: Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to parliament in the next session for an Act to make and maintain the railway hereinafter mentioned, with all proper works, communications, approaches, and conveniences connected therewith; that is to say: a railway, commencing by a junction with the Birkenhead, Lancashire, and Cheshire Junction Railway, at or near the Hooton Station thereof, as shown upon the plans hereinafter mentioned, thence proceeding to and terminating at Moorside, in the township and parish of Great Neston, in a field numbered 78 on the plans hereinafter mentioned, and belonging, or reputed to belong, to Richard and James Houghton, or one of them, and now in the occupation of Thomas Jones, which said intended railway and works will pass from, in, through, or into, or be situate within the several parishes, townships, townlands, chapelries, extra-parochial or other places following, or some of them; that is to say: Hooton, Eastham, Childer Thornton, Willaston, Raby, Little Neston, and Great Neston all in the county of Chester.

And further notice is hereby given, that by the said Act it is intended to apply for powers to make

lateral deviations from the line of the proposed works to the extent, or within the limits to be 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 tram-roads within the said parishes, townships, townlands, chapelries, 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 railway and works, or any of them, or which would in any manner impede or interfere with 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 Chester, at his office at Chester, on or before the 30th day of November instant, and 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 parish, in or through which the said railway and works are intended to be made, together with books of reference thereto, and a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of each such parish, at his place of abode, or in the case of any extra parochial place, with the clerk of the parish or place immediately adjoining thereto.

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 proposed railway and works, and the several objects of the said proposed Act, 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 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 railway and works, and to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemption from the payment of tolls, rates, and duties, and other rights and privileges.

And it is also intended by the said proposed Act to enable the Company so to be incorporated to use the stations and conveniences belonging to the Birkenhead, Lancashire, and Cheshire Junction Railway Company, upon such payments to the said Company as shall be mutually agreed upon, or as in case of dispute shall be determined by the Board of Trade.

And it is further proposed by the said intended Act to authorise the said Birkenhead, Lancashire, and Cheshire Junction Railway Company to contribute funds towards the construction, use, and maintenance of the said railway and works, and to take and hold shares therein, and if necessary to raise further capital for that purpose, and generally to enter into and carry into effect such arrangements in reference thereto, as may be mutually agreed upon between the said Companies.

And 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 proposed Act to alter, amend, or repeal the provisions of the local and personal Act, 15 and 16 Victoria, cap. 167, relating to the Birkenhead, Lancashire, and Cheshire Junction Railway Company, and all other Acts which may interfere with the carrying out of the before mentioned objects or any of them.

And notice is also given, that printed copies of

the intended Act will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December next.

Dated this 10th day of November, 1858.

R. H. Wyatt, Parliament Street, Westminster.

Worcester and Hereford Railway.

(Branch Railway to Severn at Worcester; Siding at Hereford.)

A PPLICATION is intended to be made to Parliament, in the next session, by the Worcester and Hereford Railway Company (hereinafter called "the Company") for an Act for the following purposes, or some of them: to authorize the Company to construct and maintain a branch railway, with all proper stations, works, and conveniences connected therewith, commencing by a junction with the Worcester and Hereford Railway, at or near a point 66 yards to the west of the Company's bridge (now in course of erection over the Foregate Street, in the parish of St. Nicholas, in the city of Worcester), and passing thence across the Cattle Market and Lower Butts, and through the parish of St. Clement, and thence on to the Common called Pitchcroft, in the parish of Claines, to or near to the eastern bank of the River Severn. Also, another branch railway, commencing in the before-mentioned branch, about two chains from the proposed termination thereof, extending thence along the eastern bank of the River Severn, passing for a short distance through the parish of Claines; thence under the main line of the Worcester and Hereford Railway, through the parish of St. Clement; thence along the line of the Quays and under the approach to the existing bridge over the River Severn, and terminating at or near a certain warehouse belonging to Josiah Stallard, Esq., of Worcester, and now in the occupation of Messrs. Henry Webb and Co., in the parish of St. Albans, in the said city of Worcester. The said branch railways will be situate within the parishes of St. Nicholas, St. Clement, Claines, All Saints, St. Andrew, and St. Albans, or some of them, in the said city of Worcester, and county of the same city.

The Bill will take power to enable the Company to purchase lands and houses for additional siding room at or near the Company's intended station at Hereford, commencing at or near the mill-dam, known or formerly known as Widemarsh Mill-dam, and extending along the western side of the existing line and station of the Newport, Abergavenny, and Hereford Railway, across the Eign Brook and Eign Street, and terminating at or near the existing Barton Road Station; which lands are situate in the parishes of Holmer, All Saints, and St. Nicholas, in the city of Hereford and county of Hereford.

The Bill will also take powers for the Company to purchase by compulsion the lands, houses, and other property which may be required for the construction of the said branch railways, sidings, and works, and to vary or extinguish any privileges appertaining to those lands, houses, or other property, and to close or divert any roads which may interfere with the construction of the said branch railways, sidings, and works, and to levy tolls, rates, and charges in respect of the use of the same branch railways, sidings, and works, and to grant exemptions from payment of any such tolls, rates, and duties.

For the purposes aforesaid, and in other respects, the Bill will amend and enlarge "The Worcester and Hereford Railway Act, 1853;" "The Worcester and Hereford Railway Act, 1858;" and "The Newport, Abergavenny, and Hereford Railway (Deviation at Hereford) Act, 1853."

On or before the 30th day of November instant, duplicate plans and sections of the proposed railways and works, and a plan of the land intended to be taken for the said sidings at Hereford, together with a book of reference to the said plans, containing the names of the owners, lessees, and occupiers of the lands and property shown thereon, and a published map with the line of the said intended branch railways delineated thereon, and also a copy of this notice, will be deposited for public inspection with the Clerk of the Peace for the city and county of the city of Worcester, at his office at Worcester; and with the Clerk of the Peace for the county of Hereford, at his office at Hereford; and on or before the same day, a copy of so much of the said plans, sections, and book of reference as relates to any parish in or through which the branch railways will be made, or in which the said land will be compulsorily taken, 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, on or before the 23rd day of December, 1858.

Dated this twelfth day of November, 1858.

Johnston, Farquhar, and Leech, 65, Moor-gate Street, and 4, Old Palace Yard, London.

Liverpool Sanitary Amendment Act.

(Repeal or Alteration of Section 28, of "The Liverpool Sanitary Amendment Act, 1854," limiting Width of Carts and other Carriages in use within the Borough of Liverpool.)

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 all or some of the powers and provisions of "The Liverpool Sanitary Amendment Act, 1854," and particularly to repeal either wholly, or partially, or otherwise to alter or modify the 28th section of the said Act, which is in the words and figures following; that is to say;

"XXVIII. That it shall not be lawful to drive through or along any street in the borough, any carriage, cart, waggon, lorry, float, or other vehicle, which shall in the widest part thereof, including the wheels thereof, measure more than seven feet six inches in breadth; and any person who shall drive, lead, or conduct any carriage, cart, waggon, lorry, float, or other vehicle which shall exceed such width, and the owner of any such carriage, cart, waggon, lorry, float, or other vehicle, who shall permit the same to be driven in or along any street, in any part of the said borough, shall forfeit and pay a sum not exceeding five pounds for every day on which such offence shall be committed; provided that until the first day of June, one thousand eight hundred and fifty-nine, no such penalty shall be imposed, or shall accrue, or become payable in respect of any carriage, cart, waggon, lorry, float, or other vehicle which has been duly registered at the office of the Town Clerk, before the passing of this Act, under any law now in force. Provided also, that it shall be lawful for the mayor, by any written order to grant permission for the use of any carriage, cart, waggon, lorry, float, or other vehicle, exceeding the dimensions hereinbefore prescribed, for the conveyance of boilers or other machinery,

or for or upon any special or extraordinary purpose or occasion."

And if necessary, to make other provisions in lieu thereof.

And notice is hereby also given that on or before the 23rd day of December next printed copies of the said intended Act will be deposited in the Private Bill Office of the Honourable the House of Commons.

Dated this 13th day of November, 1858.

Duncans, Squarey, and Blackmore, Solicitors, 1, Exchange-street West, Liverpool.

Gregory Gregory, Skirrow and Rowcliffe, Parliamentary Agents, 1, Bedford-row, London.

Malltraeth and Corsddaugau Marsh Acts.

(Extension and Amendment of Powers.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for leave to bring in a Bill for more effectually sustaining and preserving the embankments, and other works which protect the cultivated lands that occupy the site of what was heretofore Malltraeth and Corsddaugau Marsh, in the county of Anglesey, and for draining the same, and the low lands contiguous thereto.

And notice is hereby further given, that it is intended to obtain powers for the compulsory purchase of lands and houses, and also for enabling the Commissioner or Commissioners, or other authorities or officers now existing, or to be constituted by the Act about to be applied for, to levy or take certain rates or rents within the area of the site of the said Marsh, and of the enclosed lands contiguous thereto, and to raise or borrow moneys on the securities of such rates or rents. And it is also intended to confer, vary, extend, or extinguish all existing rights and privileges, and power of rating, as may be expedient for the purposes aforesaid; and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from payment of tolls, rates, and duties; and for the further purpose of raising money for the sustenance of the said works, and for the discharge of debts and liabilities now accruing and accrued in connection therewith, and to confer other rights and privileges, and particularly to alter, amend, extend, enlarge or repeal, so far as may be expedient, either all or portions of the clauses, powers, and provisions of certain Acts of Parliament, under the powers and provisions whereof the said Marsh, and the low lands contiguous thereto, have been heretofore embanked and drained; that is to say: an Act made in the 28th year of the reign of King George the Third, intituled "An Act for dividing and enclosing the Marsh called Malltraeth and Corsddaugau, in the county of Anglesey, and for embanking the said Marsh, and for making cuts, channels, and other works for draining and preserving the same, and for allowing the free use of such cuts or channels, with boats or other vessels, upon the payment of certain rates to be applied towards supporting the said embankments and works." Also, a certain other Act made in the 30th year of the reign of King George the Third, intituled "An Act for more effectually embanking the Marsh called Malltraeth and Corsddaugau, in the county of Anglesey, and draining and preserving the same, and the inclosed low lands contiguous thereto." Also a certain other Act, passed in the 51st year of the reign of King George the Third, intituled "An Act for enlarging the powers of two Acts of His present

Majesty, for enclosing and embanking a Marsh called Malltraeth and Corsddaugau, in the county of Anglesey, and for draining and preserving the enclosed low lands contiguous thereto."

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

Dated this 8th day of November, 1858.

Thomas Williams, of Beaumaris, Solicitor for the Promoters of the said Bill.

West End of London and Crystal Palace Railway Company.

(Running Powers; Extension of Time; Amendment of Acts.)

THE West End of London and Crystal Palace Railway Company (hereinafter called the Company), intend to apply to Parliament, in the next session, for leave to bring in a Bill for the following, on some of the following, among other purposes:—

To empower the said Company, their officers, and servants, and also all corporations and persons lawfully using the West End of London and Crystal Palace Railway and the Farnborough Extension of the same railway, or any part thereof, to run over, work, and use, with their engines and carriages of every description, and for the purposes of their traffic, upon such terms as may be agreed upon, or as may be settled by the Board of Trade, or by arbitration, all or any part of the Mid-Kent Railway, and also that part of the London, Brighton, and South Coast Railway now in course of construction, or to be constructed between the proposed junction thereof with the Farnborough Extension of the West End of London and Crystal Palace Railway at Penge, Battersea, and Croydon, or one of them, in the county of Surrey, and its junction with the said London, Brighton, and South Coast Railway, at or near the new Norwood station of that railway, together with all stations, approaches, sidings, works, and conveniences, connected with such railways so proposed to be run over and used; and to empower the said Company and the London, Brighton, and South Coast Railway Company and the Mid-Kent Railway Company, respectively, to enter into agreements for the purposes aforesaid, or any of them.

To extend the time granted by the Company's Acts for the compulsory purchase of lands authorized to be purchased by "The West London and Crystal Palace Railway (Extension to Farnborough) Act, 1854," and for the completion of the railway and works thereby authorized, and to make all provisions in any way incident or accessory to such purpose.

The Bill will also vary, extend, and enlarge (so far as may be necessary or expedient) all or any of the provisions of the several Acts relating to the West End of London and Crystal Palace Railway Company, the London, Brighton, and South Coast Railway Company, and the Mid-Kent Railway Company, or any or either of them.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this twelfth day of November, 1858.

Johnston, Farquhar, and Leech, 65, Moor-gate-street, and 4, Old Palace-yard, London.

London and North Western Railway.

(Batley to Adwalton.)

(New Line from Batley to Adwalton; Purchase of Lands at Bradford; Power to use Leeds, Bradford, and Halifax Junction Railway, and to make working arrangements with that Company; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, by the London and North Western Railway Company (hereinafter called "the Company"), for an Act for the following purposes, or some of them:—

To authorize the Company to make and maintain a railway, with all proper stations, works, and conveniences connected therewith, to commence by a junction with the Birstal Branch of the London and North Western Railway, near the junction of that branch with the main line of the said railway, in the township and parish of Batley, and West Riding of the county of York, thence to pass in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, viz.:—Dewsbury, Soothill, Soothill Upper, otherwise Hanging Heaton, Batley, Birstal, Drighlington, Adwalton, and Gomersal, in the West Riding of the county of York, and to terminate in the township of Drighlington and parish of Birstal, by a junction with the Gildersome Branch of the Leeds, Bradford, and Halifax Junction Railway, at or near the five-mile post on that branch.

To enable the Company to purchase, by compulsion or agreement, lands and buildings for station and other purposes connected with the railway and works of the Company, and also certain lands and buildings in the townships of Bowling and Bradford, in the parish of Bradford, adjoining or near to the southerly side of the Leeds, Bradford, and Halifax Junction Railway and station at Bradford aforesaid, and to lay down rails, and form a junction between the said lands and buildings and the Leeds, Bradford, and Halifax Junction Railway, in the said township and parish.

And by the said Act the following general powers, or some of them, will be conferred on the Company.

To levy tolls, rates, and duties in respect of the said railway, stations and works, and to grant exemptions from the payment of such tolls, rates, and duties.

To cross, stop up, alter, or divert, temporarily or permanently, all turnpike and other roads and highways, railways, tramways, aqueducts, canals, reservoirs, rivers, streams, brooks, pipes, waters, and water courses, which it may be necessary to cross, stop up, alter, or divert, for the purpose of carrying the intended Act into effect.

To vary or extinguish all existing rights and privileges in any manner connected with the lands, buildings, and other property proposed to be purchased or taken or interfered with for the purpose aforesaid, or which would in any manner impede or interfere with any of the objects aforesaid, and to confer other rights and privileges.

And by the said Act power will be sought to enable the Company to run over and use with their engines, carriages, and waggons, so much of the railway of the Leeds, Bradford, and Halifax Junction Railway Company as lies between the proposed junction of the intended railway with the Gildersome Branch of the Leeds, Bradford, and Halifax Junction Railway, and their station in Bradford aforesaid, and to use the said station, and all or any of the stations, watering places, sidings, platforms, booking or other offices, warehouses, buildings, or other conveniences belonging to the Leeds, Bradford, and Halifax Junction Railway Company, between the said proposed junction

and the said station in Wakefield, and to fix and determine the rates, tolls, and charges which shall be paid for the use of such portion of railway, stations, works, and conveniences, or any of them, and, if need be, to alter the tolls, rates, and charges now leviable in respect of the said Leeds, Bradford, and Halifax Junction Railway.

And by the said Act power will be sought to enable the Company, and the Leeds, Bradford, and Halifax Junction Railway Company, to enter into and to carry into effect such contracts or arrangements as may be agreed upon for the working, management, maintenance, and use by the Company, of all or any portion of the railways, stations, and works of the Leeds, Bradford, and Halifax Junction Railway Company, and for the interchange, working, and direction of the traffic upon or over such railways, or any of them, and upon or over the railways of the Company, and for the use on the said railways or any portion of them, of the engines, carriages, trucks, and waggons of the Company, and for the payment and also the division or apportionment between the same Companies of the tolls, rates, and charges received in respect of such traffic, and of the costs and expenses of such working, management, or 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 it is intended by the said Act to enable the Company to apply their corporate funds, and, if necessary, to raise additional capital by the creation of new shares or stock, and by borrowing, or by either of these means, for all or any of the purposes aforesaid.

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 following Acts relating to the Leeds, Bradford, and Halifax Junction Railway Company, viz.:—Local and Personal Acts 15 and 16 Vic., cap. 118; 16 and 17 Vic., cap. 111; 17 and 18 Vic., cap. 162; and 18 and 19 Vic., cap. 13; and the following Acts relating to the London and North Western Railway Company, viz.:—Local and Personal Acts 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, 184, 192, 193, 204, 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, 131, 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; 16 and 17 Vic., caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vic., caps. 201, and 204; 18 and 19 Vic., caps. 172 and 194; 19 and 20 Vic., caps. 52, 69, and 123; 20 and 21 Vic., caps. 64, 98, and 108; and 21 and 22 Vic., cap. 131.

And notice is hereby also given, that, on or before the 30th day of November instant, a published map, and plans, and sections, describing the lines and levels of the proposed works, and plans of the lands and property proposed to be taken under the powers of the intended Act, with books of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited, on or before the 30th day of November in the present year, with the Clerk of the Peace for the West Riding of the county of York, at his

office at Wakefield; 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 works are proposed to be made, or in which the lands and property proposed to be taken are situate, together with a copy of this notice, as published in the London Gazette, will be deposited on or before the said 30th day of November, as follows, viz.:—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 23rd day of December, in the present year.

Dated the 8th day of November, 1858.

Brook, Freeman, and Batley,
Huddersfield,

S. Carter,

Swift, Wagstaff, and Blenkinsop,
32, Great George
Street, Westminster,

Solicitors.

Blackburn and Preston Road and Bridge.
(Further powers for the construction of a new Bridge, and diversion of Road, and for raising Money for those purposes; Extension of Term; Amendment or repeal of Act.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for leave to bring in a Bill to continue and extend the term, and to alter, amend, extend, and enlarge the powers and provisions of an Act, passed in the fifteenth year of the reign of Her present Majesty, intituled, "An Act for maintaining the road from Blackburn to Preston, and the two branches therefrom, and erecting a bridge on the line of the said road, over the river Ribble, all in the county palatine of Lancaster;" or to repeal the said Act, and make other provision for carrying the purposes thereof, or some of them, into effect:

And it is proposed by the intended Act, to confer on the trustees of the Blackburn and Preston Road, further and more effectual powers for the erection and maintenance of a new bridge, with all proper piers, abutments, approaches, works, and conveniences connected therewith, over the river Ribble, in a line of the road leading from Blackburn to Preston, as proposed to be diverted, in lieu of the present bridge over the said river; such new bridge to commence at or near the end of the present bridge, on the easterly side of the said river, and to terminate at or near the end of the present bridge, on the westerly side of the said river, and to be situate within the townships of Samlesbury and Brockholes, otherwise Grimsargh with Brockholes, and the parishes of Blackburn and Preston, or some or one of them, in the county palatine of Lancaster, and to enable the said trustees to take down and remove the present bridge over the said river, and to make two diversions of the existing road leading from Blackburn to Preston, one of such diversions to commence at or near the seventh milestone from Blackburn, and to terminate on the easterly side of the river Ribble, at or near the existing bridge, and on the southerly side thereof, all in the township of Samlesbury, and parish of Blackburn; and the other of such diversions to commence at or near the junction of the road leading from the said turnpike road to Lower Brockholes Farm, with the said turnpike road, and to terminate on the westerly side of the said river,

at or near the existing bridge, and on the southerly side thereof, all in the said township of Brockholes, and parish of Preston.

And the said Bill will also enable the trustees to purchase, by compulsion or otherwise, lands and property for the purposes of the said intended bridge and diversions of road, and the works connected therewith, and will vary, repeal, or extinguish all existing rights and privileges, in any manner connected with such lands or property, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended bridge, diversions of road, and works, and more especially all or any rights or privileges, obligations, or restrictions, conferred in or imposed by the 32nd and 35th sections of the recited Act, in reference to the bridge and works therein referred to.

And the said Bill will also empower the trustees to levy tolls, rates, and duties, for or in respect of the use of the said bridge, and the roads within their jurisdiction; and will alter or vary the tolls now taken or authorised to be taken by the trustees, and vary or extinguish exemptions from the payment of tolls, and will also provide for altering and varying the application of the tolls and other monies to be received by the trustees; and for authorising the application of the whole or any part of such tolls and other monies, to the cost of erecting and maintaining the said new bridge, the erection, alteration, and repair of toll-gates, the expenses of management of the roads, the salaries of officers, and discharging the principal and interest of the monies already borrowed, or hereafter to be borrowed by the said trustees, or such other purposes as shall be provided by the intended Act.

And the said Bill will also confer on the trustees further and more effectual powers for raising money for the erection and maintenance of the said bridge and diversions of road, and other the purposes of the intended Act, and will empower them to grant mortgages of the tolls and other monies to be received by them under the authority of the intended Act, as security for the money so to be advanced, and to assign to all or any of such mortgages a preference or priority over all or any of the mortgages or other securities now subsisting or hereafter to be granted, and such other rights and privileges as may be provided by the intended Act; and the said Bill will also provide for fixing and determining the rate of interest to be hereafter paid on the mortgage and other debts now or hereafter due and owing by the trustees, and for liquidating or extinguishing all or some of such mortgages and other debts, and the arrears of interest thereon, and will contain other clauses and provisions affecting the rights and interests of the mortgagees and creditors.

And notice is hereby further given, that plans and sections of the said intended bridge, diversions of road, and works, and of the lands and property proposed to be taken for the purposes thereof, together with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November in this present year, be deposited with the Clerk of the Peace for the county of Lancaster, at his office, in Preston, and also with the parish clerks of the parishes of Blackburn and Preston, at their respective residences.

And notice is hereby also given, that on or before the 23rd day of December next, printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this fifteenth day of November, 1858.

John Hargreaves and Son,
Solicitors for the Bill:

London and North Western Railway—(Denton to Stalybridge.)

(New Lines to Stalybridge and to join Manchester, Sheffield, and Lincolnshire, and Oldham, Ashton-under-Lyne, and Guide Bridge Railways; Additional Lands at Stalybridge; New Roads at Edge-hill, Leigh, and Lamport, and Additional Lands there; power to enter into agreements with the Oldham, Ashton-under-Lyne, and Guide Bridge Junction Railway Company; Deviation of West London Railway and Diversion of Road; power for Great Western Railway Company to make Junctions with West London Railway, and to contribute towards and make agreements with reference to such Deviation and Diversion; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament, in the next session, by the London and North Western Railway Company (hereinafter called "The Company,") for an Act for the following purposes, or some of them:

To authorise the Company to make and maintain the railways following, or some of them, with all proper stations, works, and conveniences connected therewith (that is to say): a railway to commence by a junction with the Stockport and Guide Bridge Branch of the said London and North Western Railway, near the post indicating $3\frac{1}{2}$ miles from the Heaton Norris Station, on the said last-mentioned branch railway, in the township of Denton and parish of Manchester, in the county of Lancaster, thence to pass in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (viz.): Manchester, Denton, Houghton, Dukinfield, Stalybridge, Hartshead, and Ashton-under-Lyne, in the county of Lancaster, and Hyde, Stockport, Dukinfield, Newton, Mottram in Longendale, and Stalybridge, in the county of Chester, and to terminate by a junction with the Huddersfield and Manchester line of the London and North Western Railway, on or near to the Stalybridge Viaduct, in that part of the town of Stalybridge which is in the division of Hartshead, in the parish of Ashton-under-Lyne, in the county of Lancaster; and to purchase by compulsion or agreement certain lands and buildings situate on the south side of the viaduct of the said Huddersfield and Manchester Railway, and lying between that viaduct and King-street and Stamford-street in Stalybridge aforesaid.

A railway to commence from and out of the last mentioned railway, in the township of Stalybridge and parish of Ashton-under-Lyne in the county of Lancaster, near the point where that intended railway is proposed to cross the River Tame, and to terminate by a junction with the Manchester, Sheffield, and Lincolnshire Railway, in the said township and parish, near the point where that railway unites with the Ashton Branch of the Lancashire and Yorkshire Railway, which said intended railway will pass in, through, or into the several parishes, townships, and places of Dukinfield, Stalybridge, and Stockport, in the county of Chester, and Stalybridge and Ashton-under-Lyne, in the county of Lancaster, or some of them.

A railway to commence by a junction with the Stockport and Guide Bridge Branch of the London and North Western Railway, at a point 38 chains or thereabouts north of the post indicating four miles on the said Stockport and Guide Bridge Branch Railway, in the division of Audenshaw, in the parish of Ashton-under-Lyne, and to terminate by a junction with the Oldham, Ashton-under-Lyne, and Guide Bridge Junction Railway, about 14 chains north of the point where that

railway crosses the canal from Manchester to Ashton, in the said parish of Ashton-under-Lyne, in the county of Lancaster.

A railway to commence by a junction with the London and North Western Railway at or near the mile-post indicating $5\frac{1}{4}$ miles from London, and to terminate by a junction with the West London Railway about 53 chains to the south-east of the place where the last-mentioned railway crosses the Great Western Railway on the level; and which said last-mentioned intended railway will pass from, to, 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): Fulham, Hammersmith, St. Mary Abbot Kensington, Willesden, Wormwood Scrubs, and Wormholt Scrubs, in the county of Middlesex; and to authorise the Great Western Railway Company to lay down rails, and form a junction or junctions with the said West London Railway, in lieu of the junction now subsisting between those railways, near the point where the said West London Railway now crosses the said Great Western Railway on the level; and to authorise within the several parishes, townships, and places lastly hereinbefore mentioned, or some of them, a deviation in the road which now passes by means of a bridge over the Paddington Canal and the Great Western Railway, near the before-mentioned level crossing of that railway by the West London Railway: such deviation to commence at a short distance north of the said Paddington Canal, and to terminate near the proposed junction of the intended railway lastly hereinbefore described with the West London Railway; and to authorise the Great Western Railway Company to enter into agreements and arrangements with the Company with reference to the construction of the said last-mentioned railway, deviation of road, and works, and with reference to the cost thereof, and for apportioning such cost between the said two Companies, and for enabling the Great Western Railway Company to apply their corporate funds to such purposes.

To authorise the Company to stop up and discontinue as a public thoroughfare, and appropriate to the purposes of the Company, the road or highway leading from the Wavertree-road to Spekefield Cottages, in the township of West Derby and parish of Walton-on-the-Hill, in the county of Lancaster, which road crosses the railways of the Company on the level at or near the Edge Hill Station, near Liverpool; and to authorise the Company to make and construct, in lieu of the last-mentioned road so proposed to be stopped up, a new road commencing at the south end of Spekefield Cottages aforesaid, and terminating at or near the Tunnel Hotel at Edge Hill aforesaid, the whole of which said new road will be within the township of West Derby and parish of Walton-on-the-Hill, in the said county of Lancaster.

To authorise the Company to purchase, by compulsion or otherwise, for the purpose of their undertaking, and for the purpose of making the said last mentioned road, additional lands lying between the said Spekefield Cottages and the said Tunnel Hotel, in the said township of West Derby, and parish of Walton-on-the-Hill.

To authorise the Company to make a new road from the public highway called Twiss Lane to commence near to and on the easterly side of the Railway Inn occupied by Thomas Atker, and to terminate at a public footpath near to and on the north-east side of the Company's Leigh Station, in a field occupied by Amelia Cleworth, and also to make a certain other new road to commence at a point between the White Horse Inn, occupied by Thomas Fox-roffs, at the post-office, occupied by

Thomas Halliwell, at the junction of Bradshaw's Gate with King-street and Market-street, in the town of Leigh, and to terminate by a junction with the last-mentioned intended new road in a field called the Great Slackley Field, occupied by the said Amelia Cleworth, the whole of which new roads will be within the townships of Pennington and West Leigh and parish of Leigh, and county of Lancaster.

To authorise the Company to purchase by compulsion or otherwise for the purposes of their undertaking, and for the purpose of making the said two last-mentioned roads, additional lands and buildings in the said townships of Pennington and West Leigh, adjoining to or on the east side of the Bolton and Leigh Branch of their said railway, and lying between the said branch railway and King-street in the said town of Leigh.

And it is also proposed by the said intended Act to legalise and confirm the construction and maintenance of the railway authorised by "The London and North Western Railway (Northampton and Market Harborough, &c., Branches) Act, 1853," across the public highway leading from Hanging Houghton to Cottesbrook, in the parish of Lamport, in the county of Northampton.

To authorise the Company to stop up and discontinue so much of the public highway in the parish of Lamport, in the county of Northampton, leading from Hanging Houghton to Cottesbrook as lies between a point about one hundred yards on the north eastern side of the said railway and a certain other point about two hundred yards on the north-western side of the said railway.

To appropriate to the purposes of the Company the site of a portion of the said road.

To authorise the Company to make an alteration or diversion of the said last-mentioned road in the said parish of Lamport, in the said county of Northampton, for the purpose of carrying the same over the railway by means of a bridge, instead of across the railway on the level; such alteration or diversion to commence at a point about one hundred yards north-eastward from the point where such public highway crosses the said railway on the level, and to terminate at a certain other point about two hundred yards north-westward from the same point.

To authorise the Company to purchase by compulsion or otherwise for the purposes of their undertaking additional lands in the said parish of Lamport adjoining to or on either side of the Northampton and Market Harborough Branch of their said railway, and adjoining to and on either side of the portion of highway from Hanging Houghton to Cottesbrook, so proposed to be discontinued as aforesaid.

And by the said Act the following general powers or some of them will be conferred on the 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 of the said railways and works by the said Act proposed to be authorised, and to grant exemptions from the payment of such tolls, rates, and duties.

To cross, stop up, alter, or divert temporarily or permanently all turnpike or other roads and highways, railways, tramways, aqueducts, canals, reservoirs, rivers, streams, brooks, pipes, waters, and water-courses within the aforesaid parishes, townships, and places which it may be necessary to cross, stop up, alter, or divert for the purpose of carrying the intended Act into effect.

To vary or extinguish all existing rights and privileges in any manner connected with the lands, buildings, and other property proposed to be pur-

chased, or taken, or interfered with 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.

To enable the Company to apply their corporate funds, and, if necessary, to raise additional capital by the creation of new shares or stock, and by borrowing, or by either of those means, for all or any of the purposes aforesaid.

And it is intended by the said Bill to enable the Company to contribute funds for or towards the construction, maintenance, and use of the several railways and works, or any of them, authorised by "The Oldham, Ashton-under-Lyne, and Guide Bridge Junction Railway Act, 1857," and to hold shares in the capital of the Oldham, Ashton-under-Lyne, and Guide Bridge Junction Railway Company, and to apply their corporate funds, and if necessary to raise additional capital by the creation of new shares or stock, and by borrowing, or by either of those means, for all or any of the said purposes, and also to enable the Company, and the said Oldham, Ashton-under-Lyne, and Guide Bridge Junction Railway Company, to enter into and to carry into effect such contracts, arrangements, or agreements, as may be agreed upon, for the working, management, maintenance, and use by the Company of the said railways and works, or any of them, of the said Oldham, Ashton-under-Lyne, and Guide Bridge Junction Railway Company, or which that Company may for the time being have power to use, run over, or work, and the regulation, management, interchange, working, and direction of the traffic upon or over such railways respectively, and the railways of the Company, and for the use on the said railways, or any of them, of the engines, carriages, trucks, and waggons of the Company, and for the payment and also the division or apportionment between the same Companies of the tolls, rates, and charges received in respect of such traffic, and of the costs and expences of such working, management, or 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 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 following Acts relating to the London and North Western Railway Company, viz.:—Local and personal Acts 8 and 9 Vict., cap. 36, 37, 43, 105, 111, 112, 123, 156, 198; 9 Vict., cap. 67; 9 and 10 Vict., cap. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, 396; 10 and 11 Vict., cap. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vict., cap. 58, 60, and 130; 12 and 13 Vict., cap. 74; 13 and 14 Vict., cap. 36; 14 Vict., cap. 28; 14 and 15 Vict., cap. 94; 15 Vict., cap. 98 and 105; 16 and 17 Vict., cap. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vict., cap. 201, 204; 18 and 19 Vict., cap. 172, 191; 19 and 20 Vict., cap. 52, 69, 123; 20 and 21 Vict., cap. 64, 98, 108; 21 and 22 Vict., cap. 131; and the following Acts relating to the West London Railway Company, viz.:—5 Geo. IV., cap. 65; 7 Geo. IV., cap. 96; 6 and 7 Will. IV., cap. 79; 3 and 4 Vict., cap. 105; 4 and 9 Vict., cap. 156; 9 and 10 Vict., cap. 369; 10 and 11 Vict., cap. 91; and 17 and 18 Vict., cap. 204;

and the following Act relating to the Oldham, Ashton-under-Lyne, and Guide Bridge Junction Railway Company, viz., 20 and 21 Vict., cap. 137.

And notice is hereby further given, that a published map and plans and sections, describing the lines and levels of the proposed works, and the lands and property to be taken under the authority of the said intended 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 30th day of November in the present year as follows (that is say): as regards the said intended railways and works connected therewith firstly and secondly hereinbefore described, and the additional lands at Stalybridge, with the Clerk of the Peace for the county of Lancaster, at his office in Preston, and with the Clerk of the Peace for the county of Chester, at his office in Chester; and as regards the railway thirdly hereinbefore described and the new roads and additional lands and buildings in the county of Lancaster, with the Clerk of the Peace for the county of Lancaster, at his office in Preston; and as regards the railway and works fourthly hereinbefore described with the Clerk of the Peace for the county of Middlesex, at his office at Clerkenwell; and as regards the additional lands and new roads and works in the county of Northampton, with the Clerk of the Peace for the county of Northampton, at his office at Northampton; and that copies of so much of the said several plans, sections, and book of reference respectively as relate to the several parishes and extra-parochial places in or through which the said intended works are proposed to be made, together with a copy of this notice as published in the London Gazette, will be deposited on or before the said 30th day of November, as follows: viz., in the case of parishes, with the clerks of such parishes respectively at their respective places of above; 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 23rd day of December in the present year.

Dated this 8th day of November, 1858.

<p><i>Brook, Fræman, and Batley,</i> Huddersfield; <i>S. Carter;</i> <i>Swift, Wagstaff, and Blenkinsop,</i> 32, Great George-street, Westminster;</p>	}	Solicitors.
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London and North-Western Railway.

(Arrangements with the Midland, the Great Northern, the Manchester, Sheffield, and Lincolnshire, the Great Western, the Lancashire and Yorkshire, and the East Lancashire Railway Companies; Power to use Lines and Stations at Burton-upon-Trent; Amendment of Acts.)

A PPLICATION is intended to be made to Parliament, in the next session, by the London and North-Western Railway Company (hereinafter called the Company) for an Act for the following purposes, or some of them:

To authorise the Company, and the Midland Railway Company, the Great Northern Railway Company, the Manchester, Sheffield, and Lincolnshire Railway Company, the Great Western

Railway Company, the Lancashire and Yorkshire Railway Company, and the East Lancashire Railway Company, or any one or more of such Companies, to enter into arrangements with respect to the construction, alteration, maintenance, use, and management of the stations of the said Companies respectively, or any of them, where the respective railways of the said Companies or any of them, are connected with the railways of the Company, and of the portions of the railways of the respective Companies which are connected with the railways of the Company or with any of the said stations, and as to the conduct of the traffic at such stations, or any of them, and upon and over such portions of their respective railways so connected, and the fixing receipt and apportionment of the tolls, rates, and charges arising from such traffic in respect of such railways and stations, or any of them.

To authorise the Company to use, with their engines and carriages, the stations, sidings, watering places, and other conveniences of the Midland Railway Company, situate at Burton-upon-Trent; and also any connecting sidings or railways, stations, watering places, and other conveniences in the parish of Burton-upon-Trent, which may be authorised to be constructed under the powers of any Act to be obtained in the next session of Parliament, either by the Midland Railway Company or the Burton-upon-Trent Railway Company, upon payment as regards any portions of the existing Midland Railway which may be used, of the tolls legally demandable by the Midland Railway Company for such use, and as regards such connecting sidings or railways, stations, and other conveniences so to be authorised as aforesaid, of such tolls, rent, or other consideration, whether by way of contribution of capital or otherwise, and under such regulations as may be agreed upon between the companies respectively, or as may be prescribed by the Board of Trade, or otherwise by the intended Act.

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 and amend all or any of the powers and provisions of the several (local and personal) Acts following, relating to the London and North-Western Railway Company, viz.: 8 and 9 Vict., caps. 36, 37, 43, 105, 111, 112, 123, 156, 198; 9 Vict., cap. 67; 9 and 10 Vict., caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, 396; 10 and 11 Vict., caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 173, 188, 228, 236, 270, 278, and 294; 11 and 12 Vict., caps. 58, 60, and 130; 12 and 13 Vict., cap. 74; 13 and 14 Vict., cap. 36; 14 Vict., cap. 28; 14 and 15 Vict., cap. 94; 15 Vict., caps. 98 and 105; 16 and 17 Vict., caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vict., caps. 201, 204; 18 and 19 Vict., caps. 172, 194; 19 and 20 Vict., caps. 52, 69, 123; 20 and 21 Vict., caps. 64, 98, 108; 21 and 22 Vict., cap. 131; and the following Acts relating to the Great Northern Railway Company, "The Great Northern Railway Act, 1846" (9 and 10 Vict., cap. 71); 10 and 11 Vict., cap. 148; 11 and 12 Vict., cap. 114; 14 and 15 Vict., cap. 45; 16 and 17 Vict., cap. 60; 18 and 19 Vict., cap. 124; 20 and 21 Vict., cap. 138; and "The Great Northern, and Manchester, Sheffield, and Lincolnshire Railway Companies' Act, 1858" (21 and 22 Vict., cap. 113); "The East Lincolnshire Railway Act, 1846" (9 and 10 Vict., cap. 88); and any other Acts relating to

that Company; the Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company, namely, "The Manchester, Sheffield, and Lincolnshire Railway Act, 1849" (12 and 13 Vict. cap. 81); 13 and 14 Vict., cap. 94; 14 and 15 Vict., cap. 114; 15 and 16 Vict., caps. 83 and 144; 16 and 17 Vict., caps. 52 and 145; 18 and 19 Vict., caps. 91 and 129; and 21 and 22 Vict., cap. 75; and any other Acts relating to the said last-mentioned Company. The Acts relating to the Great Western Railway Company; that is to say: 5 and 6 Will. IV, cap. 107; 6 Will. IV, caps. 36, 38, 77, and 79; 1 Victoria, caps. 91 and 92 (1837), and 24 and 26 (1838); 2 Vict., cap. 27; 3 Vict., cap. 47; 3 and 4 Vict., cap. 105; 4 and 5 Vict., cap. 41; 5 Vict. (session 2), cap. 28; 6 Vict., cap. 10; 7 Vict., cap. 3; 7 and 8 Vict., caps. 68 and 99; 8 and 9 Vict., caps. 49, 42, 53, 115, 155, 156, 184, 183, 190, and 191; 9 Vict., cap. 14; 9 and 10 Vict., caps. 166, 181, 236, 239, 240, 250, 251, 274, 275, 278, 307, 308, 313, 315, 335, 337, 338, 369, and 402; 10 and 11 Vict., caps. 60, 72, 76, 80, 91, 101, 109, 144, 149, 154, 226, and 242; 11 and 12 Vict., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 12 and 13 Vict., caps. 6, 7, 55, and 85; 13 and 14 Vict., caps. 44, 98, and 110; 14 and 15 Vict., caps. 48, 81, and 131; 15 and 16 Vict., caps. 125, 133, 140, 145, 146, 147, 165, and 168; 16 and 17 Vict., caps. 121, 153, 175, and 212; 17 and 18 Vict., caps. 108, 120, 158, 202, 222; and the Acts relating to the Midland Railway Company, that is to say, 7 and 8 Vict., caps. 18 and 59; 8 and 9 Vict., caps. 38, 49, 56, 90, and 181; 9 and 10 Victoria, caps. 51, 102, 156, 157, 163, 203, 243, 251, 255, 272, 301, 311, 326, and 340; 10 and 11 Vict., caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vict., caps. 21, 88, and 131; 14 and 15 Vict., caps. 57, 88, and 113; 16 Vict., cap. 33; 16 and 17 Vict., cap. 108; and 19 and 20 Vict., cap. 51. The several Acts following relating to the Lancashire and Yorkshire Railway Company, namely, 1 and 2 Will. IV, cap. 60; 2 Will. IV, cap. 69; 5 Will. IV, cap. 30; 6 and 7 Will. IV, cap. 111; 7 Will. IV, cap. 24; 1 Vict. cap. 25; 2 and 3 Vict., cap. 55; 4 Vict., cap. 25; 7 Vict., cap. 16; 7 and 8 Vict. cap. 82; 8 and 9 Vict., caps. 39, 54, 109, 166, 171, and 172; 9 and 10 Vict., caps. 185, 212, 231, 271, 277, 282, 306, 312, 354, 378, and 390; 10 and 11 Vict., caps. 103, 105, 163, 166, and 221; 11 and 12 Vict., caps. 71 and 115; 12 and 13 Vict., caps. 50 and 74; 13 and 14 Vict., caps. 83, 95, and 99; 14 and 15 Vict., cap. 46; 15 Vict., cap. 96; 15 and 16 Vict., cap. 132; 16 and 17 Vict., cap. 211; 17 Vict., caps. 58 and 59; 17 and 18 Vict., cap. 117; and 21 and 22 Vict., caps. 106 and 113; and the several Acts following relating to the East Lancashire Railway Company, namely, 7 Vict., cap. 31; 7 and 8 Vict., cap. 60; 8 and 9 Vict., caps. 35, 101, and 103; 9 and 10 Vict., caps. 266, 276, 302, and 381; 10 and 11 Vict., caps. 240, 288, and 289; 12 and 13 Vict., cap. 71; 13 and 14 Vict., caps. 95 and 99; 14 and 15 Vict., cap. 56; 16 and 17 Vict., caps. 163 and 211; 17 and 18 Vict., cap. 117; and 21 and 22 Vict., caps. 106 and 143.

On or before the 23rd day of December, 1858, printed copies of the Bill for effecting the objects aforesaid, or some of them, will be deposited in the Private Bill Office of the House of Commons.

Dated the 19th day of November, 1858.

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

Chester and Holyhead Railway.

(Alteration of Level and Extensions at Holyhead; Powers to purchase or rent Lands, &c. for various purposes; to construct Warehouses; Subscribe to Hotels, New Railways, &c.; Levy new Tolls; Alter existing Tolls; to Raise more Money; and for London and North-Western Railway Company to contribute, &c.; Running and other Powers over Chester and Crewe, and various other Railways; Working Traffic and other Arrangements between Company and Birkenhead, Lancashire, and Cheshire Junction, London and North-Western, Great Western, Great Northern, Warrington and Stockport, Manchester South Junction and Altrincham, Manchester, Sheffield, and Lincolnshire, and North Staffordshire Railway Companies, or any of them; 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 Chester and Holyhead Railway Company to alter the level of so much of their main line at present constructed as lies between a point near the eighty-fourth mile post thereon and the passenger station at Holyhead, and which alteration of level will be wholly situate in the parish of Holyhead, in the county of Anglesey, and to make and maintain the following railways, or one of them, with all necessary and proper stations, works, and conveniences connected therewith respectively, that is to say:

A railway (to be wholly situate in the said parish of Holyhead), commencing by a junction with the Chester and Holyhead Railway, at or near the said passenger station, passing thence, on or near the site of the present temporary horse tramway, and terminating at or near the new harbour of refuge at Holyhead, at or near the site of the intended steam-boat pier there.

A railway to be also wholly situate in the said parish of Holyhead, commencing by a junction with the last-mentioned intended railway, at a point at or near the bridge over the opening between the old and new harbours, and terminating at a point on the present stone pier, near the existing lighthouse.

And it is proposed by the said intended Act to authorise the Chester and Holyhead Railway Company to purchase or take and hold on lease, by compulsion or agreement, lands and buildings in the parish of Holyhead, for the purposes of the said intended works, and also for enlarging their passenger and goods' stations, and for providing additional accommodation works for railway and steam-boat purposes; also the house and premises in the said parish known as the Royal Hotel; also the lands and buildings in the parish of Bangor, in the county of Carnarvon, known as the Gorphwysfa and Britannia Park estates; also lands and buildings in the parishes or places of Saint Mark, Saint Thomas, Monkstown, and Kingstown, some or one of them, in the city or county of Dublin, and elsewhere in the same city and county, for steam-boat purposes.

And it is also proposed by the said intended Act to authorise the Chester and Holyhead Railway Company to construct warehouses and other erections and works, and to subscribe money out of their corporate funds for or towards the building, establishment, supporting, or conducting of any hotel or hotels, at or near Rhyl, in the county of Flint, and the Britannia Park aforesaid, or either of them, and to subscribe capital towards the construction and maintenance of any railway or railways that may hereafter be authorised by Parliament for connecting the Chester and Holyhead Railway with Llanrwst, and to hold shares

and appoint directors in any Company that may be formed for effecting such undertaking.

And it is proposed by the said intended Act to take powers to stop up, alter, or divert, temporarily or permanently as the case may require, all turnpike and other roads, and highways, railways, tramways, streets, rivers, brooks, streams, sewers, pipes, and works, which it may be necessary so to stop up, alter, or divert, for the purposes of the said intended works, or any other of the purposes of the said intended Act, and to extinguish all existing rights and privileges in any manner connected with the lands and buildings to be so purchased, or which would in any way 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 proposed by the said intended Act to take powers to levy new tolls, rates, and duties, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from payment of tolls, rates, and duties.

And it is proposed by the said intended Act to authorise the Chester and Holyhead Railway Company to raise a further sum of money for the purposes of their undertaking, and of the said intended Act, by the creation of shares or by mortgage, with or without preference or guarantee in the payment or amount of dividend or interest, and to authorise the London and North-Western Railway Company to guarantee a fixed amount of dividend or interest upon all or any of such shares or mortgages, and to contribute towards and hold shares in such new capital, and to advance the funds required for the purposes aforesaid, or any part thereof, on mortgage or other security, as may be agreed upon between them and the Chester and Holyhead Railway Company.

And it is proposed by the said intended Act to authorise the Chester and Holyhead Railway Company, to run over and use for the purposes of their traffic, the Chester and Crewe Railway of the London and North-Western Railway Company, also the Birkenhead, Lancashire, and Cheshire Junction Railway, the Warrington and Stockport Railway, and the Manchester South Junction and Altrincham Railway, or some of such railways, or some part or parts thereof respectively, and the stations, sidings, buildings, works, and conveniences, upon or connected with such railways respectively, or used for the purposes thereof, or of the traffic thereon, upon such terms and conditions as may be agreed upon between the Chester and Holyhead Railway Company, and the Companies or Company to whom such railways, stations, sidings, buildings, works, and conveniences, or any of them may belong, or as may be otherwise enacted or provided for by the said intended Act.

And it is proposed by the said intended Act to authorise the Chester and Holyhead Railway Company, to work, manage, and use, either solely as a part of their own undertaking, or jointly with the London and North-Western Railway Company, the Chester and Crewe Railway of the London and North-Western Railway Company, and the stations, sidings, buildings, works, and other conveniences connected therewith, on such terms as may be agreed on between the said Companies, or as may be provided by the said intended Act; and to empower the Chester and Holyhead Railway Company to apply their corporate funds for such purposes. And it is also proposed by the said intended Act to authorise the Chester and Holyhead Railway Company, and the Birkenhead, Lancashire, and Cheshire Junction Railway Company, to make and carry into effect arrangements between themselves,

with respect to the use, by one of them, of all or any of the railways, stations, works, and conveniences, of the other of them, for the purposes of the traffic passing from or coming to their own railway, and to authorise the Chester and Holyhead Railway Company, on the one hand, and the Birkenhead, Lancashire, and Cheshire Junction Railway Company, the London and North-Western Railway Company, the Great Western Railway Company, the Great Northern Railway Company, the Warrington and Stockport Railway Company, the Manchester South Junction and Altrincham Railway Company, the Manchester, Sheffield, and Lincolnshire Railway Company, and the North Staffordshire Railway Company, or any one or more of such Companies, on the other hand, to make and carry into effect arrangements between themselves with respect to any of the matters aforesaid, and for providing rolling stock: and for facilitating and expediting the collecting, forwarding, interchange, and delivering of all or any traffic that may have passed over or be destined for or intended to pass over the Chester and Holyhead Railway, or any part thereof, and to confirm any such arrangements as aforesaid as may have been entered into prior to the passing of the said intended Act.

And it is proposed by the said intended Act, to amend or repeal some of the provisions of the several local and personal Acts of Parliament following, that is to say, Acts relating to the Chester and Holyhead Railway, viz.:—7 and 8 Vict. cap. 65; 8 and 9 Vict. cap. 33; 10 and 11 Vict. caps. 147, 162, and 238; 11 and 12 Vict. cap. 60; 12 and 13 Vict. cap. 41; 13 and 14 Vict. cap. 111; 14 Vict. cap. 21; 14 and 15 Vict. caps. 21, 131, and 146; 17 and 18 Vict. caps. 168 and 222; and 21 and 22 Vict. caps. 130 and 131. Also, the Birkenhead, Lancashire, and Cheshire Junction Railway Act, 1852: also, the Acts relating to the London and North-Western Railway Company, viz.: 1 Will. 4, cap. 51; 8 and 9 Vict. caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 and 10 Vict. caps. 67, 80, 82, 152, 182, 192, 193, 204, 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 Vict. caps. 73, 107, 114, 118, 120, 121, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vict. caps. 53, 60, and 130; 12 and 13 Vict. cap. 74; 13 and 14 Vict. cap. 36; 14 and 15 Vict. caps. 28 and 94; 15 and 16 Vict. caps. 98 and 105; 16 and 17 Vict. caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vict. caps. 201 and 204; 18 and 19 Vict. cap. 172; 19 and 20 Vict. cap. 123; 20 and 21 Vict. cap. 108; 21 and 22 Vict. caps. 130 and 131. Also the Acts relating to the Great Western Railway Company, viz.: 5 and 6 Will. 4, cap. 107; 6 Will. 4, caps. 36, 38, 77, and 79; 1 Vict. caps. 91 and 92 (1837), and 24 and 26 (1838); 2 Vict. cap. 27; 3 Vict. cap. 47; 3 and 4 Vict. cap. 105; 4 and 5 Vict. cap. 41; 5 Vict. (sess. 2), cap. 28; 6 Vict. cap. 10; 7 Vict. cap. 3; 7 and 8 Vict. caps. 68 and 99; 8 and 9 Vict. caps. 40, 42, 53, 115, 155, 156, 184, 188, 190, and 191; 9 Vict. cap. 14; 9 and 10 Vict. caps. 166, 181, 236, 239, 240, 250, 251, 274, 275, 278, 307, 308, 313, 315, 335, 337, 338, 369, and 402; 10 and 11 Vict. caps. 60, 72, 76, 80, 91, 101, 109, 144, 149, 154, 226, and 242; 11 and 12 Vict. caps. 28, 59, 74, 77, 82, 95, 130; 131, 133, 135, 158, and 159; 12 and 13 Vict. caps. 6, 7, 55, and 85; 13 and 14 Vict. caps. 44, 93, and 110; 14 and 15 Vict. caps. 48, 81, and 131; 15 and 16 Vict. caps. 125, 133, 140, 145, 146, 147, 165, and 168; 16 and 17 Vict. caps. 121, 153, 175, and 212; 17 and 18 Vict. caps. 108, 120, 158, 202, and 222. Also the Acts relating to the Great

Northern Railway Company, viz., 9 and 10 Vict. cap. 71; 10 and 11 Vict. cap. 148; 11 and 12 Vict. cap. 114; 14 and 15 Vict. cap. 45; 16 and 17 Vict. cap. 60; 18 and 19 Vict. cap. 124; 20 and 21 Vict. cap. 138; 21 and 22 Vict. cap. 113. Also the Acts relating to the Warrington and Stockport Railway, viz., 14 and 15 Vict. cap. 71; 16 and 17 Vict. caps. 122 and 218; 12 and 13 Vict. cap. 81; 21 and 22 Vict. cap. 150. Also the Acts relating to the Manchester South Junction and Altrincham Railway Company, viz., 8 and 9 Vict. cap. 111; 10 and 11 Vict. cap. 73; 12 Vict. cap. 58; and 21 and 22 Vict. cap. 136. Also the Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company, viz., 12 and 13 Vict. cap. 81; 13 and 14 Vict. cap. 94; 15 and 16 Vict. caps. 83 and 144; 16 and 17 Vict. caps. 52 and 145; 18 and 19 Vict. caps. 91 and 129; 21 and 22 Vict. caps. 75 and 113. Also the Acts relating to the North Staffordshire Railway Company, viz., 1 Will. 4, cap. 55; 9 and 10 Vict. cap. 85; 10 and 11 Vict. cap. 108; 11 and 12 Vict. caps. 66 and 83; 13 and 14 Vict. cap. 55; and 17 and 18 Vict. cap. 194.

And notice is hereby also given, that duplicate plans of the said intended alteration of level and railways, and of the lands which may be taken compulsorily, under the powers of the said intended Act; also duplicate sections of the said intended alteration of level and railways; a book of reference to the said plans; a published map, with the line of the railways marked thereon, so as to show their general course and direction; and a copy of this notice, as published in the London Gazette, will, on or before the 30th November instant, be deposited with the Clerk of the Peace for the county of Anglesey, at his office at Beaumaris, in the said county, and that so much of the said plan, section, and book of reference as relate to any parish or extra-parochial place in which the said works or any land to be taken compulsorily under the powers of the said intended Act are situate, together with a copy of this notice, as published in the London Gazette, will, on or before the same 30th November, be deposited with the parish clerk of such parish, or of some parish immediately adjoining such extra-parochial place, at his residence, and that printed copies of the Bill for effecting the objects aforesaid, will, on or before the 23rd of December next, be deposited in the Private Bill Office of the House of Commons.

Dated 10th November, 1858.

Paine & Layton, 24, Old Broad-Street;
Hayes, Twisden, & Parker, 60, Russell-square; Solicitors.

Liverpool New Exchange Buildings.

(Incorporation of Company; purchase of property of the Company of Proprietors of the Liverpool Exchange; purchase of Sessions-house; power to stop up Exchange-street West; purchase of lands; power to re-construct and maintain Exchange-buildings; to erect additional buildings; to appropriate, build upon or over, or otherwise alter the present piazzas and passages, and provide other approaches; to make bye-laws and charge rents, &c.; repeal or amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to incorporate a Company to be called "The Liverpool New Exchange Buildings Company."

And by the said Act powers will be sought for all or some of the following purposes; that is to say:

To enable the Company so to be incorporated to purchase compulsorily or by agreement, or to take on lease, or otherwise to acquire the lands, buildings, and property now vested in and belonging to the Company of Proprietors of the Liverpool Exchange, or a portion thereof; and to enable such last mentioned Company to sell, or lease, or otherwise convey such lands, buildings, and property, and to make and enter into all necessary agreements and arrangements for that purpose.

To enable the Company so to be incorporated to purchase compulsorily or by agreement, or to take on lease, or otherwise acquire the building now and heretofore known as the Sessions-house, bounded by Exchange-street West, South Chapel-street, Rumford-street, and Chapel-street respectively, in the borough of Liverpool, and the site thereof, and to enable the Mayor, Aldermen, and Burgesses of the said borough to sell, or lease, or otherwise convey the said Sessions-house and the site thereof, and to make and enter into all necessary agreements and arrangements for that purpose.

To enable the Company so to be incorporated to purchase compulsorily or by agreement, or to take on lease, or otherwise to acquire, take, and appropriate in such manner, and upon such terms as shall by Parliament be deemed proper, part of the site of a certain street called Exchange-street West, in the said borough, having its termini in Chapel-street and South Chapel-street respectively and to close and stop up such part of the said street and build upon the site thereof.

To enable the said Company to purchase compulsorily or by agreement, or to take on lease, or rent, or otherwise acquire all such other lands, buildings, and property as may be required for the purposes hereinafter mentioned, and to alter, vary, or extinguish all existing rights, easements, and privileges connected therewith, and all other rights, easements, and privileges whatsoever which would in any way interfere with the objects and purposes of the said Act.

To enable the said Company to maintain, improve, alter, enlarge, and re-arrange the present Liverpool Exchange Buildings, or to pull down and re-construct the same or portions thereof, and upon and within the enlarged site so to be obtained as aforesaid to excavate, build, construct provide, and maintain all such rooms, buildings, and other works and conveniences as may be necessary or requisite in connection with the Exchange of the said borough and the requirements of the mercantile community thereof, and to maintain and improve the area of the Liverpool Exchange.

To enable the said Company to close and stop up and build upon or over the site of the piazzas and passages connected or communicating with the said Exchange area, or such and so much of such piazzas and passages respectively as it may be requisite so to deal with in order to effect the purposes of the said Company, and to make such and so many other new and additional passages in lieu thereof as may be necessary to provide due accommodation for the public and for the merchants and others frequenting the said Exchange.

The lands, buildings, and property intended to be taken for the purposes of the proposed Act are situate in and about upon South Chapel-street, Rumford-street, Chapel-street, the northern part of Exchange-street West, Tithebarn-street, Exchange-street East; the passage between the Exchange-buildings and the buildings heretofore called Hargreave's-buildings, but now

known as the Liverpool and London Insurance-buildings, High-street; the Town-hall of Liverpool; and the southern part of Exchange-street West respectively, all in the parish of Liverpool.

To enable the said Company to make all necessary bye-laws, rules, and regulations for the management and use of the said Liverpool New Exchange-buildings, and the area thereof, and the rooms and conveniences connected therewith, and to let or otherwise dispose of the same or any part thereof, and to charge and receive rents, rates, tolls, and charges in respect of the use and occupation thereof, and to provide for the payment and recovery of subscriptions, and to alter existing rents, rates, tolls, and charges, and confer, vary, or extinguish exemptions from payment of such rents, rates, tolls, and charges, and to prevent annoyances, offences, and obstructions within the said buildings and the area thereof and the passages leading thereto, and to appoint watchmen, constables and other officers, and to confirm, vary, or extinguish existing rights and privileges.

And it is proposed to incorporate with the said intended Act all or some of the provisions of the "Companies Clauses Consolidation Act, 1845," and the "Lands Clauses Consolidation Act, 1845," and to make all necessary provision with reference to the management and regulation of the affairs of the said Company.

And, so far as may be necessary for the purposes of the said Act, it is intended to alter, amend, extend, and enlarge, or to repeal all or some of the powers and provisions of the Local and Personal Act, 42 Geo. 3rd, chap. 71, and of "The Liverpool Exchange Act, 1858."

Plans, showing the situation of the lands, buildings, and property intended to be taken for the purposes of the said Act, with books of reference thereto, containing the names of the owners, or reputed owners, lessees or reputed lessees, and occupiers, of such lands, buildings, and property, 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 at Preston, and with the parish clerk of the parish of Liverpool, at his residence.

And on or before the 23rd day of 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 twelfth day of November, 1858.

Duncans, Squarey, and Blachmore, Solicitors, 1, Exchange-street West, Liverpool.

Gregory, Gregory, Skirrow, and Rowcliffe, Parliamentary Agents, 1, Bedford-row, London.

Lawton, Burslem, and Newcastle-under-Lyme Turnpike Roads.

(Continuation of Term; Repeal or Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to alter, amend, extend and enlarge the powers and provisions of certain Acts of Parliament, relating to portions of turnpike roads, in the several parishes of Church Lawton, in the county of Chester, and Wolstanton Burslem and Newcastle-under-Lyme, in the county of Stafford, viz.: an Act passed in the third year of the reign of His

late Majesty King George the Third, intituled "An Act for repairing and widening the road from Lawton, in the county of Chester, to Burslem and Newcastle-under-Line, in the county of Stafford, and other roads therein mentioned;" and also an Act passed in the twenty-third year of the same reign, intituled "An Act for continuing and enlarging the term and powers of an Act, made in the third year of the reign of His present Majesty, for repairing and widening the road from Lawton, in the county of Chester, to Burslem and Newcastle-under-Lyme, in the county of Stafford, and other roads therein mentioned;" and also an Act, passed in the forty-fifth year of the same reign, intituled "An Act to continue the term and alter and enlarge the powers of two Acts, passed in the third and twenty-third years of His present Majesty, for repairing the road from Lawton, in the county of Chester, to Burslem and Newcastle-under-Lyme, in the county of Stafford, and other roads therein mentioned;" and also an Act, passed in the fifty-fifth year of the same reign, intituled "An Act to continue the term and alter and amend the powers of three Acts of His present Majesty, for repairing the road from Lawton, in the county of Chester, to Burslem and Newcastle-under-Lyme, in the county of Stafford, and other roads therein mentioned, and also to make a new road from Burslem aforesaid to Cobridge, and a branch therefrom to Burslem Church;" and to continue and extend the term granted by the said several Acts, or any of them, or any further term granted by any subsequent Act in extension of the original term, or to repeal the said Acts, or any of them, and make further provisions with reference to the said roads, or some part thereof; and that powers will be applied for in the said Bill to continue or alter the tolls, rates and duties, authorized by the said Acts to be taken on the said roads, to levy new tolls, rates and duties on the said roads or on some part thereof, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates and duties, to pay off compound, or make other arrangements with reference to the mortgagees, debts and other charges on the said roads and tolls, to vary or extinguish some of the rights, privileges and remedies of the mortgagees, and other creditors thereon, and to confer, vary, or extinguish other rights and privileges.

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

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

W. E. Twigg, Clerk to the Trustees, and Solicitors for the Bill.

Vale of Neath Railway Company.

(Station Arrangements and Additional Land; Powers of Lease or Purchase, and further Powers as to Briton Ferry Docks; Purchase of Abordare Valley Railway; Repeal of Section 21 of Aberdare Railway Act, 1845, and further Provisions affecting the Taff Vale Railway Company; Power to raise further Capital, and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, by the Vale of Neath Railway Company (hereinafter called "The Company"), for an Act to authorize and effect the objects and

purposes hereinafter mentioned, or some of them; that is to say:—

1. To authorize the Company and the South Wales Railway Company to enter into and carry into effect contracts or agreements for or with reference to the purchase and sale of station ground and buildings and station accommodation, at or near Neath, in the county of Glamorgan, and for, or with reference to, the use by either Company of the stations, or approaches, or sidings, or lines of railway, at or near Neath aforesaid of the other of them, and to authorize the Company to purchase by agreement, for the purpose of extending their station accommodations, sidings, works, and conveniences, additional lands and hereditaments, in the parishes of Cadoxton-juxta-Neath, Lantwit-juxta-Neath, and Briton Ferry, and elsewhere, in the county of Glamorgan.

To empower the Company to lease or purchase, and the Briton Ferry Floating Dock Company, to let or sell to the Company the undertaking of the Dock Company, or any part thereof, and to empower the Company and the Dock Company to enter into and carry into effect contracts or agreements for or with reference to the providing or guaranteeing by the Company for or to the Dock Company, or any proprietor of shares or stock therein, any interest or dividend on any part of the capital of the Dock Company, or any rent or sum of money, or for or with reference to the exclusive use by the Company of any part of the undertaking of the Dock Company, and to empower the Company to contribute to and take shares in the undertaking of the Dock Company, and appoint directors thereof, and also to empower the Company to provide any cranes, staiths, jetties, buildings, or other works or conveniences, upon any part of the undertaking of the Dock Company.

To enable the Aberdare Valley Railway Company, incorporated by an Act passed in the 18th and 19th years of Her present Majesty (Local and Personal), chapter 120, to sell, and the Company to purchase, upon such terms and conditions as may be agreed on between those two Companies, the undertaking of the Aberdare Valley Railway Company, or any part thereof, or to amalgamate such undertaking, or any part thereof, with the undertaking of the Company.

To repeal the 21st Section of "The Aberdare Railway Act, 1845," or so much of that section as restricts in any degree the passage of goods, or minerals, or traffic of any description over, under, or across the Aberdare Railway, and to make further and effectual provision for duly facilitating such passage.

To empower the Board of Trade to require, on such terms and conditions as they may think fit, the Company and the Taff Vale Railway Company, and the Aberdare Railway Company, or any or either of them, to construct where the respective lines of the Aberdare Railway Company and of the Vale of Neath Railway Company adjoin, near to the Gadlys crossing of the Aberdare Railway, in the parish of Aberdare, in the county of Glamorgan, upon land belonging to or occupied by the respective proprietors or lessees of those respective railways, such sidings, platforms, and conveniences as may be proper and sufficient for the interchange of traffic, and to confer upon the Board of Trade effectual powers for compelling the owners and lessees thereof respectively to permit on such terms and conditions as that Board may think fit, the use of such sidings, platforms, and conveniences when constructed, and the affording thereat on the like terms and conditions of due accommodation and facilities for the interchange

and forwarding of traffic, or to make provision in the intended Act for requiring the Taff Vale Railway Company and the Aberdare Railway Company upon the lands aforesaid, to construct upon such terms and conditions as that Board may think fit, such sidings, platforms, and conveniences for such interchange of traffic as aforesaid, and to afford on the like terms and conditions, all proper facilities and accommodation for such interchange.

To enable the Company, for all or any of the purposes of the intended Act, or of the undertaking of the Company, to raise further sums of money by the creation and issue of shares, stock, or annuities, and by borrowing; and to enable the shareholders of the Company, in general meeting, from time to time, or at any time if they shall so think fit, to attach to any shares, stock, or annuities to be issued by the Company, any preferential or other special rights or privileges either perpetual or terminable.

To make further provision with reference to the capital of the Company, and the issue and surrender and forfeiture and cancelling and merger of shares in the Company, and the consolidation of shares into stock, and the election or rotation of directors; and to authorize the creation and issue of debenture stock in lieu of the mortgage or bond debt of the Company.

To authorize the Company to take and recover tolls, rates, rents, and dues, upon or in respect of any undertaking or part of an undertaking, or land or works purchased or leased, or otherwise lawfully acquired and held or used by them, or amalgamated with their undertaking; and to vary the existing tolls, rates, rents and dues receivable upon or in respect of any such undertaking, or part of an undertaking, land, or works, and to grant exemptions from the payment of any such tolls, rates, rents and dues.

To alter, amend, extend, and enlarge or repeal the powers and provisions or some of the powers and provisions of the Local and Personal Acts relating to the Vale of Neath Railway Company or the Aberdare Valley Railway Company, viz.:—9 and 10 Vic., cap. 341; 10 and 11 Vic., cap. 74; 11 and 12 Vic., cap. 27; 15 and 16 Vic., cap. 16; 17 and 18 Vic., cap. 158; 18 and 19 Vic., caps. 25 and 120; and to make other provisions in lieu thereof.

To amend, so far as may be desirable, for any of the purposes of the said intended Act, the Local and Personal Acts following, or some of them, viz.:—14 and 15 Vic., cap. 49; 16 and 17 Vic., cap. 197; 20 and 21 Vic., cap. 79, relating to the Briton Ferry Floating Dock Company; 18 and 19 Vic., cap. 98; 19 and 20 Vic., cap. 100; 20 and 21 Vic. caps. 41 and 54; 21 and 22 Vic., cap. 146, relating to the South Wales Railway Company; 8 and 9 Vic., cap. 159; 11 and 12 Vic., cap. 23, relating to the Aberdare Railway Company; 6 William IV, cap. 82; 7 William IV, and 1 Vic., cap. 70; 3 and 4 Vic., cap. 110; 7 and 8 Vic., cap. 84; 9 and 10 Vic., cap. 393; 11 and 12 Vic., cap. 23; and 20 and 21 Vic., cap. 153, relating to the Taff Vale Railway Company.

And notice is hereby further given, that on or before the 23rd day of December, 1858, copies of the Bill for the intended Act will be deposited at the Private Bill Office of the House of Commons.

Dated this eighth day of November, 1858.

Bircham, Dalrymple, and Drake, Parliament-street, Westminster, Solicitors for the intended Act.

Norwich Corn Exchange.

(Enlargement of existing or construction of New Corn Exchange; Dissolution of present Company; Compulsory Purchase of Lands and Houses.)

NOTICE is hereby given, that it is intended to apply to Parliament, in the ensuing session, for an Act to incorporate a Company for the alteration or enlargement of the existing Corn Exchange, situate in the several parishes of Saint John, Maddermarket, Saint Andrew, and Saint Peter, Mancroft, in the city of Norwich and county of the same city, some one or more of them, or for the construction of a New Corn Exchange within the said several parishes of Saint John, Maddermarket, Saint Andrew, and Saint Peter, Mancroft, in the said city of Norwich and county of the same city, some one or more of them, and for providing, in connexion with such altered and enlarged Corn Exchange or in connexion with such New Corn Exchange, such buildings and other means for business purposes, and for the recreation and improvement of the inhabitants of the said city and county as may be deemed expedient.

And if need be the intended Act will give power to the undertakers to purchase, by compulsion or by agreement, the property, rights, and interests of the proprietors or other persons interested in the said existing Corn Exchange.

And will alter, amend, or repeal (wholly or partially) the Deed of Settlement of the Company or Society in whom or in whose Trustees the said existing Corn Exchange is vested, dated the twenty-sixth day of October, one thousand eight hundred and twenty-nine, and will provide for the transfer of all the property of such Company or society to the undertakers, and for the dissolution of such Company or Society.

And it is intended to enlarge such existing Corn Exchange or to construct such New Corn Exchange within the following limits (that is to say):—upon lands bounded on the north by a street lately called Pottergate Street, and now called Bedford Street, on the south by London Street, on the east by a street formerly called Cockey Lane and now called Little London Street, and on the west by Exchange Street, which lands are situate within the said several parishes of Saint John, Maddermarket, Saint Andrew and Saint Peter, Mancroft, all within the said city and county of Norwich, some one or more of them.

And it is intended to take power for the compulsory purchase of lands and houses for the purposes of the intended Act, and to extinguish all existing rights and interests which might interfere with the purposes of the intended Act.

And the intended Act will enable the undertakers to receive rates, rents, and remunerations for the use of and admission to the Corn Exchange buildings and other conveniences provided by them, to alter existing rates, rents, and remunerations, and to confer, vary, and extinguish exemptions from payment of rates, rents, and remunerations, and other rights and privileges; and it is intended to give the undertakers the sole and exclusive right to establish and maintain a Corn Exchange within the said city and county.

And it is intended to authorise the undertakers to lease their undertaking, or any part thereof, to any corporation or person willing to accept such lease. And the following public and general Acts, some or one of them, will be incorporated with the intended Act (that is to say): "The Companies Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" and the Markets and Fairs Clauses Act, 1847."

Plans in duplicate of the lands intended to be

No. 22204.

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taken for the purposes of the enlargement of the existing Corn Exchange, or for the erection of such New Corn Exchange, and a book of reference to such plans (with a copy of this notice) will be deposited on or before the 30th day of November, 1858, for public inspection, with the Clerk of the Peace for the city and county of the city of Norwich, at his office in the city of Norwich, and on or before that day a copy of so much of the said plans and book of reference as may relate to any parish (together with a copy of this notice) will be deposited for public inspection with the clerk of such parish at his place of abode.

And printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December, 1858.

Brightwell and Son. } Joint Solicitors
Miller, Son, and Bugg. } for the Bill.

Norwich, 11th November, 1858.

Caledonian Railway.

(Branches to Wilsontown Mineral Field, Enlargement of Ampherlaw Station, and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill to empower the Caledonian Railway Company to make and maintain the following works, or part thereof, viz, a branch railway commencing by a junction with the Caledonian Railway, at a point in the parish of Carnwath, near the post indicating a distance along that railway of eighty miles and one-quarter of a mile from Carlisle towards Edinburgh, and terminating at a point in the same parish about a furlong to the southward of the farmstead of Wester Greenwell: as also a connecting branch railway, commencing by a junction with the Caledonian Railway, at a point in the said parish near the post indicating a distance along that railway of eighty miles from Carlisle towards Edinburgh, and terminating by a junction with the branch railway first above described at a point in the said parish about a furlong and a half to the north-westward of the last-mentioned post; together with all proper works and conveniences connected with the said proposed branch railways: as also to empower the Caledonian Railway Company to take and acquire additional lands and other property along and on both sides of that portion of the Caledonian Railway lying between the posts indicating respectively distances along that railway of seventy-seven and one half miles, and seventy-eight miles from Carlisle towards Edinburgh, for the purpose of enlarging and improving the Ampherlaw station on the said railway; which proposed branch railways and works connected therewith, and the lands to be taken for the purposes thereof, and for enlarging and improving the said Ampherlaw station as aforesaid, will be and are wholly situate in the parish of Carnwath and county of Lanark.

And notice is further given, that duplicate plans and sections, describing the lines, situation, and levels of the said proposed branch railways, 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 purposes of the said works; and also describing the lands and other property intended to be taken for the purpose of enlarging and improving the said Ampherlaw station, 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 said lands, houses, and other property, and a published map, to a scale of not less than half-an-inch to a mile, with the lines of the proposed branch 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 Lanark and Glasgow respectively, of the principal sheriff clerk of the county of Lanark; and that a copy of the said plans, sections, and book of reference, with a copy of this notice, as published in the London and Edinburgh Gazettes, will also, on or before the thirtieth day of November current, be deposited for public inspection with the schoolmaster or if there be no schoolmaster, with the session clerk of the said parish of Carnwath.

And notice is further given, that it is intended by the said Bill to empower the Caledonian Railway Company to deviate in the construction of the said proposed branch railways 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, streams, sewers, watercourses, and gas and water pipes, so far as may be necessary or expedient for the purpose of making, maintaining, and using the said branch railways, or any of the works and conveniences connected therewith, or of enlarging and improving the said Ampherlaw station as aforesaid; and also to take water for the use of their locomotive engines from the streams which will be crossed by the said branch railways.

And it is further intended by the said Bill to empower the Caledonian Railway Company to purchase compulsorily and otherwise the lands, houses, and other property required for the several purposes aforesaid; to convey passengers, goods, and other traffic on the said proposed branch railways, and on the railways and tramways communicating therewith; to levy tolls, rates, and charges for the use of the said proposed branch railways and relative works, and the conveyance of such traffic; to confer certain exemptions from the payment of such tolls, rates, and charges; and to exercise all other usual and necessary powers.

And it is further intended by the said Bill to empower the Caledonian Railway Company, and the owners of and other parties interested in the lands, houses, and other property required for the several purposes aforesaid, and any other companies, corporations, commissioners, trustees, and other bodies or persons whether under any legal disability or not, to contract and agree with each other for the acquisition by the said company of such lands, houses, and other property, absolutely or by way of feu, lease in perpetuity, or otherwise, at such price, and subject to such feu duty, ground annual, or rent, or for such other consideration as may be fixed upon; and for the acquisition, purchase, commutation or extinction of any duties, customs, or other payments and rights and privileges which may affect or be affected by the construction, maintenance, or use of any of the said proposed works; and to execute all agreements, conveyances, contracts of feu and of ground annual leases and other deeds necessary for these purposes.

And it is further intended by the said Bill to empower the Caledonian Railway Company to raise money for the several purposes aforesaid by the creation and issue of shares, on such terms and conditions, and with such preferences, priorities, and privileges *inter se*, and in respect to the other

shares and stock in the Caledonian Railway Company, as may be considered expedient, and by borrowing upon mortgage, or bond, or cash credit, and to fund or issue debenture stock in lieu of the money so borrowed or authorised to be borrowed.

And it is further intended by the said Bill to vary or extinguish all duties, customs, or other payments, and rights and privileges which may in any manner impede or interfere with the objects aforesaid, or any of them, and to confer all rights, privileges, and exemptions necessary or expedient for effecting the said objects, or in relation thereto.

And, for these and other purposes, it is intended by the said Bill to amend "The Caledonian Railway Act, 1845," and the several other 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, the sixteenth and seventeenth, the seventeenth and eighteenth, the eighteenth and nineteenth, the twentieth and twenty-first, the twenty-first, and the twenty-first and twenty-second years of the reign of Her present Majesty.

And notice is further given, that printed 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 twenty-third day of December next.

*Hope and Machay, W.S., Edinburgh,
Grahame, Weems, and Grahame,
30, Great George Street, Westminster.
4th November, 1858.*

Border Counties Railway.

(Extension of the Border Counties Railway from the Belling to Phaup Knowe, near Riccarton Burn Head; Deviations or Alterations in Line as now authorised; Extension of Time for Completion of Works on portions of Line; Powers for the Border Counties Railway Company to apply and raise Capital, &c., and Increase their Directors; Powers to authorise the North British and the Newcastle-upon-Tyne and Carlisle Railway Companies to subscribe, &c., to the proposed railways, and also to the railway now authorised; Powers to make Working Arrangements with those Companies; Amendment or Repeal 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, enlarge, or repeal some of the powers and provisions of "The Border Counties Railway (North Tyne Section) Act, 1854," or some part or parts thereof, or otherwise to repeal the said Act, and to consolidate all or some of the provisions thereof, and of the said intended Act, into one Act.

And it is proposed by the said intended Act, to apply for powers to enable the Border Counties Railway Company to make and maintain the railway following, or some part or parts thereof, together with all proper and necessary works, approaches, stations, and conveniences connected therewith respectively, that is to say,—A railway commencing by a junction with the authorised line of the Border Counties Railway (North Tyne Section), at or near to the authorised termination thereof, as the same is shown on the Parliamentary plans of the said railway referred to in the said "Border Counties Railway (North Tyne Section) Act, 1854," and which plans were deposited with the Clerk of the Peace of the county of Northumberland, in the month of November, 1853, such termination being at or near a certain dwelling-house or building called "The Belling," in the

township of Plashets, or Plashet and Tynehead, in the parish of Falstone, in the county of Northumberland, passing thence from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them; that is to say: Falstone, Plashets, Tynehead, otherwise Plashet and Tynehead, Wellbaugh, Keelder, and Deadwater, in the county of Northumberland, and Castle Town, otherwise Castleton, in the county of Roxburgh or Roxburghshire, and terminating in a field or pasture commonly called "Lee's Bog," in the parish of Castle Town otherwise Castleton aforesaid, belonging to his Grace the Duke of Buccleuch, and in the occupation of John Oliver, at a point in such field or pasture, situate 330 yards, or thereabouts, in an easterly direction from a dwelling-house or place called "Phaup Knowe," near Riccarton Burn Head, at which point it is intended to form a junction with the proposed new railway or extension of the North British Railway from Hawick to Carlisle.

And it is also proposed by the said intended Act, to apply for powers to enable the Border Counties Railway Company to make and maintain the following new lines of railway, or deviations from their main line of railway as at present authorised, with all proper and necessary stations, approaches, works, and conveniences connected therewith respectively (that is to say):

A new line of railway or deviation, commencing by a junction with the authorised main line of the Border Counties Railway, at a point thereon, 12 miles 1 furlong, or thereabouts, from the commencement of such main line, in a field in the chapelry of Birtley, in the parish of Chollerton, in the county of Northumberland, numbered 169 in the parish of Chollerton, on the said Parliamentary plans of the said railway, referred to in "The Border Counties Railway (North Tyne Section) Act, 1854," and deposited as aforesaid, and terminating by a junction with the said authorised main line of the Border Counties Railway, at a point thereon, 16 miles, or thereabouts, from the commencement of such main line, in a field in the township of Bellingham, in the parish of Bellingham, in the said county of Northumberland, numbered on the said plans 47 in the parish of Bellingham, which new line of railway or deviation will pass through, or be made, or be situate, within the parishes, townships, and extra-parochial, or other places following, or some or one of them; that is to say, Chollerton, Birtley, Buteland, and Bellingham, all in the said county of Northumberland; and also a new line of railway or deviation commencing by a junction with the said authorised main line of the Border Counties Railway, at a point thereon 24 miles, or thereabouts, from the commencement of such main line, in a field in the township of Plashets, or Plashet and Tynehead, in the parish of Falstone, in the county of Northumberland, numbered 14 in the parish of Falstone, on the said Parliamentary plans of the said railway, referred to and deposited as aforesaid, and terminating by a junction with the said authorised main line, at a point thereon 25 miles 4 furlongs, or thereabouts, from the commencement of such main line, in a certain other field in the same township of Plashets, or Plashet and Tynehead, numbered 53 in the parish of Falstone, on the same plans, which last-mentioned new line or deviation will be made or be situate wholly within the said township of Plashets, or Plashet and Tynehead, and parish of Falstone; and to abandon and relinquish the construction of such portions of the said authorised main line of railway in the aforesaid parishes, townships, and other places, or some or one of them as are situated between the commencements on the before-mentioned

lines of railway or deviations, and the terminations thereof respectively, and as will become unnecessary by reason of such new lines of railway or deviations.

And it is also proposed by the said intended Act, to repeal or alter all clauses and provisions of "The Border Counties Railway (North Tyne Section) Act, 1854," relating to those portions of the authorised line so to be abandoned as aforesaid, and to vary or extinguish all contracts, agreements, obligations, rights, and privileges connected therewith or relating thereto, and to extend such clauses and provisions, and such other clauses and provisions of the said Act as may be deemed expedient, or some of them, to the said last-mentioned new lines of railway or deviations, and to other the purposes of the said intended Act.

And it is also proposed by the said intended Act to apply for an extension of the period limited by "The Border Counties Railway (North Tyne Section) Act, 1854," for the completion of such portion of the Border Counties Railway as is now authorised to be made, and is not completed, or some part or parts thereof.

And it is also proposed by the said intended Act 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 said Act, and to cross, stop up, alter, or divert, either temporarily or permanently all such turnpike and other roads, and highways, bridges, railways, tramways, mines, streams, drains, pipes, rivers, brooks, sewers, reservoirs, waters, water-courses, and other works, within or adjoining the several parishes, townships, and extra-parochial or other places, or some of them, as it may be necessary to cross, stop up, alter, or divert, by reason of the construction of the said intended railways and works, or either of them, and to acquire by compulsory purchase or otherwise, all such lands, houses, and other heritages, as may be necessary for the purposes of the said intended railways and works, or either of them, and to authorise and empower all owners of land, whether persons or corporations, commissioners or trustees, or others holding under entail or any other legal disability, to convey, to sell, or convey their lands, houses, and heritages, or any part thereof necessary for the purposes aforesaid, or for the purposes of the railway authorised by the said recited Act to the said Company for such annual feu-duty, ground annual, or rent-charge, or for such consideration in shares, mortgages, or bonds of the said Company as may be fixed or agreed on as the value of such lands, houses, and heritages, and to provide that such feu-duty, ground annual, or rent-charge shall form a preferable lien and burden on the revenues and property of the said Company, and to execute all agreements, conveyances, contracts of feu and of ground annual, leases, and other deeds necessary for these purposes; to vary or extinguish all rights and privileges connected with the lands, houses, and other heritages so to be acquired, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, or either of them for the purposes of the said intended Act, and to confer other rights and privileges in relation thereto, and to the use of the said intended railways and works, or either of them; and also to convey passengers, goods, and other traffic on the said intended railways and works; to levy tolls, rates, and duties upon or in respect of, or for the use of the said intended railways and works, and the conveyance of such traffic, to alter, vary, or extinguish existing tolls, rates, and duties, and to confer, vary, or extin-

guish exemptions from the payment of tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges; and also to confer upon the said Company such further and other powers as may be necessary for the execution of their undertaking, as now, or as by the intended Act to be, authorised, and particularly in reference to the abandonment, deviation, or alteration of all or any viaducts, tunnels, and other engineering works, and the substitution of other works in lieu thereof.

And it is also proposed by the said intended Act to enable the said Company to enter into and execute with any other companies or corporations, or any commissioners, road trustees, or other bodies or persons, such arrangements and agreements as may be expedient or proper for the better making, maintaining, and using the said intended railways and works, or any part or parts thereof respectively.

And it is also proposed by the said intended Act to authorise the said Border Counties Railway Company to apply any capital or funds now or hereafter belonging to them, or under the control of their directors, to the purpose or purposes of the said intended Act, and also to authorise the said Company for the several purposes aforesaid or for the general purposes of their undertaking as now authorised, or for any or either of such purposes, to raise money and to increase their capital, either by borrowing on mortgage or bond, or by the creation of new or additional shares or stock, or by any or either of such means, of such an amount in such number, and with such preference or priority as to interest, dividends, or otherwise, and on such terms and conditions, and in such manner as Parliament shall authorise or direct, and also to empower the said Company to increase the authorised number of their directors.

And it is further intended by such Act to provide that the shares so to be created, or some of them, shall form part of the general capital of the Company, and shall bear like rateable dividend, and shall confer on the holders thereof like privileges, in other respects, as any other ordinary shares in the general capital of the Company, or that such shares so to be created as aforesaid, or some of them, shall constitute a separate stock or separate stocks distinct from the other shares and stock in the said Border Counties Railway Company, and that the receipts and expenditure of the said first-mentioned intended railway and works shall, as regards both capital and revenue accounts, be kept distinct and separate from those applicable to the undertaking of the said Company, as now or as by the said intended Act to be authorised, and that the profits or some part thereof derived from the first-mentioned intended railway and works shall be set apart for the persons contributing the funds for the formation thereof and others interested therein.

And it is also proposed by the said intended Act to authorise the North British Railway Company and the Newcastle-upon-Tyne and Carlisle Railway Company, or either of them, to subscribe and contribute funds towards the expense of the construction, maintenance, and working of the said intended railways and works, or any or either of them, and also of the railway authorised by the said recited Act, or of any part or parts thereof respectively, and to guarantee to the Border Counties Railway Company in respect thereof, or any part or parts thereof respectively, such interest, dividend, annual or other payments as may be agreed upon between such Companies respectively, and the said Border Counties Railway Company; and also to take, purchase, and hold shares in the said intended and authorised railways, or any or either

of them, or any part or parts thereof respectively, and to apply any capital or funds now or hereafter belonging to them respectively, or under the control of their directors, or to raise additional capital by the creation of new shares or stocks in their respective undertakings, either with or without preference, or priority, or guarantees, in payment of interest or dividend, or by borrowing on mortgage or bond, or by all, or any, or either of such means for the purposes aforesaid, or any or either of them, and to fund the amounts so borrowed or authorised to be borrowed, and to enable the said North British Railway Company and the Newcastle-upon-Tyne and Carlisle Railway Company or either of them, to vote at meetings of the said Border Counties Railway Company, and to appoint directors of that Company.

And it is also proposed by the said intended Act to authorise the North British Railway Company and the Newcastle-upon-Tyne and Carlisle Railway Company, or either of them, and the Border Counties 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 maintenance working, and use of the said intended railways and works, and also of the railway and works authorised by the said recited Act, or any or either of them respectively, or any part or parts thereof respectively; and the conduct, management, and direction of the traffic, or any portion of the traffic, upon the same respectively, and the division and apportionment of of such traffic, and the tolls, rates, and charges arising therefrom, between and amongst the said Companies or any or either of them, and all other matters which the said Companies, or any or either of them, may from time to time mutually agree on as being incidental or conducive to any of the purposes aforesaid: and also for enabling such Companies, or any or either of them, to appoint a joint committee for carrying into effect any such contracts or arrangements, and to confer on, or to delegate to such joint committee 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 Companies, or any or either of them, 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 for enabling such joint committee to exercise the rights, powers, or privileges, so from time to time delegated to them by the said Companies or the directors thereof respectively.

And it is proposed by the said intended Act to alter, amend, extend, and enlarge all or some of the powers and provisions of the several Acts incorporating and relating to the following Companies or undertakings, so far as those Acts will be affected by the grant or application to the same Companies or undertakings respectively, of the powers and provisions whereof notice is hereby given (that is to say):—The Act relating to the North British Railway Company—viz., local and personal Act 21 and 22 Vic., cap. 109, and the Acts therein recited or referred to, relating to the North British Railway Company; and also the Acts relating to the Newcastle-upon-Tyne and Carlisle Railway Company—viz., local and personal Acts, 10th Geo. IV., cap. 72; 2nd and 3rd William IV., cap. 92; 5th and 6th William IV., cap. 31; 1st and 2nd Vic., cap. 23; 4th and 5th Vic., cap. 44; 9th and 10th Vic., cap. 394; 12th and 13th Vic., cap. 43; 12th and 14th Vic., cap. 72; and 17th and 18th Vic., cap. 57.

And notice is hereby further given, that on or before the 30th day of November, 1858, maps, plans, and sections, describing the directions, lines, and levels of the said intended railways and works, and the lands and houses which may be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, and also a copy of this notice as published in the London and Edinburgh Gazettes will be deposited for public inspection with the Clerk of the Peace for the county of Northumberland, at his office at Newcastle-upon-Tyne, and in the office at Jedburgh of the principal sheriff-clerk for the county of Roxburgh; and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish 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, published as aforesaid, will be deposited for public inspection as follows; that is to say: in respect of such of the said parishes as are situate in the county of Northumberland, 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 in respect of the parish of Castleton, in the county of Roxburgh, with the schoolmaster, if any, and if there be no schoolmaster, with the session clerk of such last-mentioned parish, at the respective residence of such schoolmaster or session clerk.

And notice is hereby further given, that on or before the 23rd day of December, 1858, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 8th day of November, 1858.

H. and W. Toogood, 16, Parliament-street,
London;

Laws and Glynn, Newcastle-upon-Tyne;
Solicitors for the Bill.

Wansbeck Railway.

(Incorporation of Company; Power to make a Railway from Morpeth to join the Border Counties Railway, with Branches to the North-Eastern and Blyth and Tyne Railways; Powers to authorise Working Arrangements with the North-Eastern, the North British, the Blyth and Tyne, and the Border Counties Railway Companies; Provisions as to Transmission, &c., of Traffic; Powers for the above-mentioned Companies to Subscribe, &c.; Amendment or Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, for an Act to incorporate a Company for the purpose of making and maintaining the railway and branch railways following, or some or one of them, or some part or parts thereof respectively, with all proper approaches, stations, works, and conveniences connected therewith respectively—that is to say:

A railway commencing in a certain field, called or known by the several names of "The Kirkroad Field," "The Kirkburn Field," "The Bank bottom Field," and now known by the name of "Luke Cowans' Field," belonging to the Right Honourable the Earl of Carlisle, and in the occupation of Luke Cowans and Edward Challoner, or the one of them, situate in the township of Morpeth Castle Catchburn Stobhill and Park Houses, in the parish of Morpeth, in the county of Northumberland, and terminating in the township of Buteland, in the parish of Chol-

lerton and parochial chapelry of Birtley, in the said county of Northumberland, at a point in a field or haugh called or known by the name of "The Millhaugh," belonging to Sir John De Marie Haggerston, Baronet, and occupied by John Armstrong, and immediately adjoining to, or on the eastern bank of, the River Reed, at or near which point it is proposed to form a junction with the Border Counties Railway (North Tyne Section) which said railway and works will be made and maintained from, in, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them—that is to say Morpeth, Morpeth Castle Catchburn Stobhill and Park Houses, Hepscoth, Tranwell, and High Church, Newminster Abbey, Buller's Green, Shilvington, Twizell, Mitford, Edington, High Highlaws, Low Highlaws, Molesden, otherwise Molesdon, Meldon, Rivergreen, Ogle, Riplington, Edington, Bolam, Bolam Vicarage, Hartburn, High Angerton, Low Angerton, Cambo, Corridge, Deanham, Fairley, Greenleighton, Hartington, Hartington Hall, Harwood, Hartburn Grange, Highlaws, Longwitton, North Middleton, South Middleton, Rothley, otherwise Roadley, East Shaftoe, West Shaftoe, Todridge, Wallington Demesne, Kirkwhelpington, West Whelpington, Catcherside, Coldwell, Crookdean, Fawns, Little Harle, West Harle, Kirkharle, Hawick, Elsdon, Elsdon Ward, Monkridge Ward, Otterburn Ward, Troughend Ward, Woodside Ward, Corsenside, Chesterhope and Lislesburn, Chollerton, Tone, Whitesidelaw, Birtley, Buteland, Broomhope, Chipchase, Gunnerton, Colwell, and Great Swinburne, Little Swinburne, Bellingham, Lee, Maling, Nook, all in the said county of Northumberland.

Also a Branch Railway, commencing by a junction with the said first-mentioned intended railway, in or near a certain field, called or known by the name of "The Cottage Field," or "The Rectory Field," belonging to the Honourable and Rev. Francis Richard Grey, and in the occupation of George Challoner, in the said township of Morpeth Castle Catchburn Stobhill and Park Houses, in the said parish of Morpeth and county of Northumberland, and situate on the north side of Loansdean Cottage Lands and terminating in the said township of Morpeth Castle Catchburn Stobhill and Park Houses, in the said parish of Morpeth and county of Northumberland, by a junction with the Morpeth Branch of the Blyth and Tyne Railway, at a point thereon distant $7\frac{1}{2}$ chains or thereabouts, measured on the line of the said Morpeth Branch, in a north-westerly direction from a certain mile-post thereon, denoting the distance by that branch railway to be three quarters of a mile from Morpeth, and which point is near a certain place called "The Shaw," otherwise "Harburn Shaw," and which said intended branch railway will be wholly made in the said township and parish and county last aforesaid.

Also a branch railway, commencing by a junction with the said first-mentioned intended railway, in the said field called "The Cottage Field," or "The Rectory Field," belonging to the Honourable and Rev. Francis Richard Grey, and in the occupation of George Challoner, in the township of Morpeth Castle Catchburn Stobhill and Park Houses, in the said parish of Morpeth and county of Northumberland, and situate on the north of Loansdean Cottage Lands, and terminating in such township, parish, and county last aforesaid by a junction with the main line of the North Eastern Railway, near to the Morpeth station of that railway, at a point on such main line, distant six chains or thereabouts to the west of the western end of the south passenger platform at that station, measured on the main line of the said North Eastern Railway; which said in-

tended branch railway will be wholly made in the said township of Morpeth Castle Catchburn Stobhill and Park Houses, in the said parish of Morpeth and county of Northumberland.

And it is also intended by the said Act to confer upon the said Company all necessary powers for effecting all or any of the purposes following (that is to say)—

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

To make lateral deviations from the lines of the said proposed railway, branch 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, hereditaments, and other property, rights, and privileges, for the purposes of the intended undertaking, or any part or parts thereof, and to vary or extinguish any rights or privileges connected with such lands, houses, and hereditaments, and other property.

To levy tolls, rates, and duties upon or in respect of the use of the intended railway, branch railways, and other works, or some or one 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 to confer, vary, or extinguish other rights and privileges.

And it is also proposed by the said Act, to enable the said intended Company, and the North Eastern, the North British, the Blyth and Tyne, and the Border Counties Railway Companies, or any or either of them, to make and enter into agreements and arrangements for the following purposes, or any or either of them (that is to say)—the use and working by the said last-mentioned Companies of all or any part of the said intended railway and branch railways, and the use of the works belonging thereto respectively—the conveyance by those Companies of the traffic upon or over the said intended railway and branch railways, and the division and apportionment of such traffic between those Companies and the said intended Company—the supply of any rolling or working stock required for the purposes aforesaid—the management, maintenance, and repair of the said intended railway, branch railways, and works—the costs and expenses of such working, management, maintenance, and repairs—the forwarding, interchange and transmission upon or over all or any of the railways belonging to those Companies and the said intended railway and branch railways of any passenger or other traffic which may be conveyed upon to and from the whole or any of the said railways respectively—the collection, delivery, and general conduct of such traffic—the fixing of the tolls, rates, duties, and charges to be levied or taken by those Companies and the said intended Company, in respect of the traffic so conveyed as aforesaid—the collection, taking, and levying of the said tolls, rates, duties, and charges—the division between those Companies and the said intended Company, of the receipts arising from the said traffic—the use and working by the intended Company of all or any part of the railways, stations, works, and conveniences belonging to those companies, and the rates, charges, and payments to be made in respect thereof, and the appointment of a joint committee or committees for carrying into effect such agreements

and arrangements, and for all other matters and things necessary or expedient for all and any of the said purposes; and it is also proposed to take powers from time to time to renew such agreements and arrangements, or to enter into new or further agreements and arrangements for all or any of the said purposes.

And provision will also be made in the said intended Act, for the requiring the North Eastern, the North British, the Blyth and Tyne, and the Border Counties Railway Companies respectively, to grant all proper and reasonable facilities for the transmission of, and to transmit upon and along their respective railways, or any part or parts thereof, all traffic which, having passed over the said intended railway and branch railways, or any or either of them, or any part or parts thereof, may be tendered to them respectively for transmission along their own railways or any part thereof, or which may be tendered to them for transmission along their own railways or any part thereof, for the purpose of being afterwards conveyed on and along the said intended railway and branch railways, or any or either of them, or any part or parts thereof, upon and subject to such rules and regulations, and upon payment of such tolls, rates, and charges as shall, in case of disagreement, be settled by arbitration or otherwise. or as may be fixed and determined in and by the said intended Act.

And it is also proposed by the said intended Act to authorise the North Eastern, the North British, the Blyth and Tyne, and the Border Counties Railway Companies, or any or either of them, to subscribe and contribute funds towards the said proposed undertaking, or any part or parts thereof; and to take and hold shares in the said proposed undertaking, or any part or parts thereof; and to apply any capital or funds now or hereafter belonging to them respectively, or under the control of their directors respectively, or to raise additional capital by the creation of new shares or stock in their respective undertakings, either with or without preference or priority or guarantees in payment of interest or dividend, or by borrowing on mortgage or bond for the purposes aforesaid or any or either of them; and to enable the said last-mentioned Companies, or any or either of them, to vote at meetings of the Company, so to be incorporated as aforesaid, and to appoint directors of that Company.

And it is further intended by the said proposed Act, to alter, amend, extend, and enlarge or repeal, so far as may be necessary, all or some of the powers and provisions of the several local and personal acts hereinafter mentioned or referred to (that is to say)—

“The North Eastern Railway Company's Act, 1854,” and the several Acts, or some of them therein recited or referred to, relating to the North Eastern Railway Company and its undertaking, and “The North Eastern Railway (Capital) Act, 1857,” “The North Eastern Railway Company's (Lanchester Valley Branch) Act, 1857,” “North Eastern Railway Company's (Hartlepool Dock and Railway Amalgamation) Act, 1857,” “The North British Railway Consolidation Act, 1858,” and the several Acts, or some of them therein recited or referred to, relating to the North British Railway Company and its undertaking. “The Blyth and Tyne Railway Consolidation and Extensions Act, 1854,” and the several Acts recited or referred to therein, relating to the Blyth and Tyne Railway Company and its undertaking, and “The Blyth and Tyne Railway Amendment Act, 1857,” and “The Border Counties Railway (North Tyne Section) Act, 1854;” and of any other Act or Acts of Parliament relating to or affecting the before mentioned railway companies or any of them, or any

railway company amalgamated therewith or their property or interests.

And notice is hereby further given, that on or before the 30th day of November, 1858, maps, plans, and sections, showing the direction, lines, and levels of the said intended railway, branch railways, and works, together with a book of reference to such plans, and a copy of this notice, as published in the "London Gazette," will be deposited with the clerk of the peace for the county of Northumberland, at his office at Newcastle-upon-Tyne, 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 railway, branch railways, and works will be made or pass, together with a copy of this notice, published as aforesaid, will be deposited for public inspection as follows (that is to say), in the case of parishes, with the parish clerk of each such parish, at his residence; and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

And notice is hereby further given, that on or before the 23rd day of December, 1858, printed copies of the said intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 9th day of November, 1858.

W. and B. Woodman.

Anthony Charlton.
Morpeth.

Guildford and Leatherhead Railway.

(Incorporation of Company; Powers over London and South Western Railway at Guildford, and Epsom and Leatherhead Railway; Arrangements with London, Brighton, and South Coast, London and South Western Railway, and other Companies.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill to incorporate a Company, and to confer upon them all or some of the following among other powers, viz:—

To make and maintain the railways following or one of them, with all necessary works, stations, approaches and conveniences connected therewith respectively, viz:—

First—A railway commencing by a junction with the Epsom and Leatherhead Railway at the termination thereof, in the parish of Leatherhead, passing through or into the several parishes and places following, or some of them (that is to say), Leatherhead, Fetcham, Stoke D'Abernon, Cobham, Great Bookham, Little Bookham, Effingham, East Horsley, West Horsley, Ockham, Wisley, Send and Ripley, East Clandon, West Clandon, Merrow, Worplesdon, and Stoke-next-Guildford, all in the county of Surrey, and terminating in the said parish of Stoke-next-Guildford, at or near Stoke Hospital.

Secondly—A railway commencing in the said parish of Stoke-next-Guildford, by a junction with the firstly described intended railway, at or near the termination thereof, and terminating in the parish of Saint Nicholas Guildford, by two junctions with the Guildford Junction Railway, belonging to the London and South Western Railway Company, one thereof being at or near the North End of the Guildford Station thereon, and the other thereof being 100 yards or thereabouts south of the point of junction of the Farnham and Alton Branch with the Guildford Junction Railway,

which said last mentioned intended railway will be wholly situate within the said parishes of Stoke-next-Guildford and Saint Nicholas Guildford. To stop up, alter, and divert, whether temporarily or permanently all such roads, streams, navigations, and railways, as may be necessary in the construction and maintenance of the said railways, or either of them, or any of the works connected therewith respectively.

To purchase by compulsion or otherwise all such lands, houses, and other property, as may be required in the construction of the said railways and works, and to vary and extinguish all existing rights or privileges in any manner connected with such lands, houses, and other property, and all such other rights or privileges as it may be necessary to vary or extinguish, in carrying into execution any of the purposes of the said Bill.

To levy tolls, rates, and charges, in respect of the said railways and works, and to confer certain exemptions from such tolls, rates, and charges, and to confer other rights and privileges, and to alter existing tolls, rates, and charges.

It is also intended by the said Bill to enable the Company, their officers, and servants, and also all other Companies and persons lawfully using the said intended railways, to run over, work, and use with their engines and carriages of every description, and for the purposes of their traffic upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon, or as shall be settled by arbitration, the Epsom and Leatherhead Railway with the stations thereon, and also so much of the Guildford Junction Railway as will be situate between the secondly above mentioned point of junction therewith of the said secondly described intended railway and the Guildford station of the London and South Western Railway Company, including the said station, and all works and conveniences connected with those railways and stations respectively.

Also, to require the London and South Western Railway Company to afford at the said Guildford station such facilities as may be prescribed in the said Bill, and upon such terms and conditions, and on payment of such tolls and charges as shall be mentioned in the said Bill for the reception, accommodation, booking and forwarding of the passenger, and other traffic, and of the carriages of all descriptions conveying the traffic, passing to, from, or over, or destined for the said intended railways, or any part thereof, so as to prevent any undue interruption, detention, or delay in the passage of the said traffic. And the Bill will, with respect to the before-mentioned matters, alter and regulate the tolls, rates, and charges authorized to be taken by the London and South Western Railway Company.

The said Bill will also enable the proposed Company and the London and South Western, the Portsmouth, the Epsom and Leatherhead, and the London, Brighton, and South Coast Railway Companies, or any or either of those Companies, to enter into mutual arrangements or agreements with respect to the management, maintenance, and use of the said intended railways, and with respect to the receipt and apportionment of the tolls, rates, and charges to be made in respect of the traffic of the said railways, and the appropriation and division of the profits derived from the said traffic; and for this purpose the Bill will, if necessary, authorize the appointment of a joint committee or joint committees.

It is further intended to incorporate with the said Bill all or some of the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;"

and "The Railways Clauses Consolidation Act, 1845."

The said Bill will, so far as may be necessary for the purposes thereof, alter the following Acts of Parliament, that is to say, 4 and 5 Will. IV., cap. 88; 1 Vict., cap. 71; 1 and 2 Vict., cap. 27; 2 and 3 Vict., cap. 28; 4 and 5 Vict., caps. 1 and 39; 7 and 8 Vict., caps. 5, 63 and 86; 8 and 9 Vict., caps. 86, 88, 93, 107, 121, 165, 185 and 199; 9 and 10 Vict., caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vict., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vict., caps. 75, 85, 87, 89, 125, and 157; 51 Geo. III., cap. 196; 12 and 13 Vict., caps. 33 and 34; 13 and 14 Vict., cap. 24; 14 and 15 Vict., cap. 83. The London and South Western Railway, Basingstoke, and Salisbury Act, 1853; 16 and 17 Vict., cap. 164; 18 and 19 Vict., cap. 188; 19 and 20 Vict., cap. 120; 20 and 21 Vict., cap. 136; 21 and 22 Vict., caps. 89 and 67; and any other Act or Acts relating directly or indirectly to the London and South Western Railway Company, the Portsmouth Railway Act, 1853; the Portsmouth Railway (Amendment) Act, 1854; Portsmouth Railway (Amendment) Act, 1855; the Portsmouth Railway (Amendment) Act, 1857; and the Portsmouth Railway (Amendment) Act, 1858, relating to the Portsmouth Railway Company; the Epsom and Leatherhead Railway Act, 1856, relating to the Epsom and Leatherhead Railway Company, and the 5 and 6 William IV., cap. 10; 6 and 7 William IV., cap. 121; 7 William IV., and 1st Vict., cap. 119; 1 and 2 Vic., cap. 20; 2 and 3 Vict., cap. 18; 3 and 4 Vict., cap. 127; 6 and 7 Vict., caps. 27 and 62; 7 and 8 Vict., caps. 67, 91, 92, and 97; 8 and 9 Vict., caps. 52, 113, 196, 199, and 200; 9 and 10 Vict., caps. 54, 63, 64, 68, 69, 83, 234, 281, and 283; 10 and 11 Vict., caps. 167, 244, and 276; 11 and 12 Vict., cap. 136; 16 and 17 Vict., caps. 41, 86, 88, 100, and 180; 17 and 18 Vict., caps. 61, 68, and 210; 18 and 19 Vict., caps. 114 and 169; 19 and 20 Vict., caps. 87, 92, and 105; 20 and 21 Vict., caps. 60, 133, and 143; 21 and 22 Vict., caps. 57 and 84; and any other Act or Acts relating directly or indirectly to the London, Brighton, and South Coast Railway Company.

And notice is hereby further given, that duplicate plans and sections, showing the line and levels of the said intended railways, and the lands, houses, and other property in or through which the same are proposed to be made, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessces or reputed lessces, and of the occupiers of the said lands, houses, and other property, together with a published map with the intended railways delineated thereon, so as to show their general course and direction; and a copy of this notice, as published in the London Gazette, will be deposited on or before the 30th day of this instant November, for public inspection, with the Clerk of the Peace for the said county of Surrey, at his office in Lambeth, 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 and extra-parochial places, in or through which the said railways are proposed to be made, and a copy of the said Gazette notice will 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, on or before the 23rd day of December next.

Dated this 13th day of November, 1858.

W. G. Roy, 28, Great George-street, Westminster.

W. H. and M. Smallpeice, Guildford.

East Suffolk Railway.

(Extension to Aldborough.)

APPLICATION is intended to be made to Parliament, in the ensuing session, for an Act for the following purposes, or some of them; to authorize the East Suffolk Railway Company, (hereinafter called the Company,) to make and maintain a railway, with all proper stations, works, and conveniences connected therewith, to commence by a junction with the Leiston branch of their railway in a certain field, numbered 56 in the parish of Leiston, on the plans referred to in "The East Suffolk Railway Act, 1854;" thence to pass in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, Leiston, Leiston-cum-Sizewell, Aldringham, Aldringham-cum-Thorpe, Aldborough, otherwise Aldeburgh, and Aldborough-cum-Hazlewood, and to terminate in the parish of Aldborough, in or near the turnpike road, leading from Snape and Leiston to Aldborough, at or near Aldborough tollgate, all in the county of Suffolk.

To enable the Company, for the purposes of such branch railway, to purchase lands and houses compulsorily, and to levy tolls, rates, and duties, and to grant exemptions from such tolls, and to divert and cross any roads, rivers, or railways, and to confer other rights and privileges.

To alter, amend, and enlarge "The East Suffolk Railway Act, 1854;" "Lowestoft and Beccles Railway Act, 1854;" "The East Suffolk Railway (Branch and Capital), Act, 1858;" "The East Suffolk Railway Companies Amalgamation Act, 1853;" and the several other Acts relating to the East Suffolk Railway Company.

And it is intended by the said Act to enable the Company to apply their corporate funds, and, if necessary, to raise additional capital by the creation of new shares or stocks, and by borrowing, or by either of these means, for all or any of the purposes aforesaid,

On or before the 30th day of November instant, maps, plans, and sections, showing the direction line and levels of the intended railway, and of the lands to be taken under the powers of the intended Act, with books of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Suffolk, at his office at Bury Saint Edmunds; and copies of so much of the said plans, sections, and books of reference as relate to the several parishes and extra-parochial places in or through which the said intended works are proposed to be made, together with a copy of this notice as published in the London Gazette, will be deposited on or before the same day with the parish clerk of such parish, at his residence.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December in the present year.—Dated this 13th day of November, 1858,

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

Oldham, Ashton-under-Lyne, and Guide Bridge Junction Railway.

(Working of line by Manchester, Sheffield, and Lincolnshire, and Lancashire and Yorkshire Railway Companies—Traffic Arrangements with and between same Companies—Power to same Companies to purchase Undertaking or to contribute Capital thereto, and to raise Capital for the purpose—Power to use parts of Lancashire and Yorkshire Railway—Amendment of Acts.)

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

To authorise the Manchester, Sheffield, and Lincolnshire and Lancashire and Yorkshire Railway Companies, and the Oldham, Ashton-under-Lyne, and Guide Bridge Junction Railway Company (hereinafter called the Oldham Company), or any of them, to carry into effect any agreement or agreements already existing between the same Companies or any of them, for the working, management, maintenance, use, and repair of the Oldham, Ashton-under-Lyne, and Guide Bridge Junction Railway (hereinafter called the Oldham Railway), or of the undertaking for the time being of the Oldham Company, or with respect to the transmission, division, or apportionment of the traffic upon their respective railways, or any of them, and the tolls and other charges to be taken in respect thereof, upon such terms and conditions, and in consideration of such payments, or guaranteed dividends, or rent, as have been, or may be, agreed upon between the said Companies, or any of them, or as may be prescribed by the said Bill. And also to enable the said Companies, or any of them, to enter into such further or other agreements with respect to the matters aforesaid as may hereafter become necessary, or as may be deemed expedient for the better carrying out the arrangements between the parties. And the Bill will, if necessary, give powers for the appointment of joint committees of the contracting Companies, for the purpose of better effecting all or any of the purposes aforesaid.

The Bill will enable the Oldham Company to sell their undertaking as now authorised, or hereafter to be authorised, and all their rights, powers, and privileges to the Manchester, Sheffield, and Lincolnshire, and Lancashire and Yorkshire Railway Companies, and will enable the two last-mentioned Companies to purchase the same upon such terms and conditions as have been or may be agreed upon between the said parties, or as may be prescribed by the Bill, and will authorise the purchasing Companies, or either of them, to apply any funds for the time being in their hands respectively, or to raise additional capital by borrowing, or by the issue of new shares or stock with or without priority of dividend or other advantages, for the purpose of effecting such purchase as aforesaid, or the Bill will enable the Manchester, Sheffield, and Lincolnshire, and Lancashire and Yorkshire Railway Companies, or either of them, to contribute all or any part of the funds for carrying into effect the undertaking of the Oldham Company as now authorised or hereafter to be authorised, and for that purpose the Bill will enable the contributing Companies, or either of them, to apply any capital for the time being in their hands respectively, or to raise additional capital by borrowing, and by the issuing of new shares, or stock, with or without priority of dividend or other advantages, and will also enable the contributing Companies to hold shares in the capital of the Oldham Company.

The Bill will also authorise the three Companies

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to enter into agreements, with respect to the conditions on which the said contribution shall be made, and the share of management in the Oldham Company, which shall be conferred on the contributing Companies, or either of them, in consideration of such contribution, or the Bill itself will define these matters, and the mode in which the Oldham Railway shall be managed.

The Bill will enable the Companies working the Oldham Railway to run over and use with their engines and carriages of every description for the purposes of the traffic of the Oldham Railway, that portion of the Oldham Branch of the Lancashire and Yorkshire Railway which lies between Clegg-street and the station at Mumps, and also the said station at Mumps, all in the town of Oldham in the county of Lancaster, upon such terms and conditions, and subject to such restrictions, and on payment of such tolls, rates, and charges as have been agreed upon or may be defined by the Bill, or be settled by means to be prescribed by the Bill.

The Bill will amend and enlarge the powers and provisions of "The Oldham, Ashton, and Guide Bridge Junction Railway Act, 1857," (20th and 21st Vic., cap. 137), and will also for the purposes aforesaid amend and enlarge the powers and provisions of the 12th and 13th Vic., cap. 81; and of the several other Acts relating directly or indirectly to the Manchester, Sheffield, and Lincolnshire Railway Company. Also of the 1st and 2nd Wm. IV., cap. 60; the 6th and 7th Wm. IV., cap. 111; the 10th and 11th Vic., cap. 163; the 21st and 22nd Vic., cap. 106; and the several other Acts relating directly or indirectly to the Lancashire and Yorkshire Railway Company.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 17th day of November, 1858.

Oldham, Ashton-under-Lyne, and Guide Bridge Junction Railway.

(Contribution of funds by Manchester, Sheffield, and Lincolnshire, Lancashire and Yorkshire, and London and North Western Railway Companies; traffic arrangements with same Companies; powers over part of Lancashire and Yorkshire Railway.)

THE Oldham, Ashton-under-Lyne, and Guide Bridge Junction Railway Company (herein called the Oldham Company) intend to apply to Parliament next session for leave to bring in a Bill to effect the following, or some of the following, among other objects:

1. To authorize the Manchester, Sheffield, and Lincolnshire, the Lancashire and Yorkshire, and the London and North Western Railway Companies, or any of them, to contribute all or any part of the funds needful for carrying into effect the undertaking of the Oldham Company, as authorized by the Act 20th and 21st Victoria, chapter 137, or as that undertaking may be enlarged or modified by any Act of the next session of Parliament.

For this purpose the Bill will enable the three contributing Companies, or any of them, to apply any funds for the time being in their hands respectively, or to raise additional funds by borrowing, or by the issue of new shares or stock, with or without priority of dividend or other advantage, and to hold shares in the capital of the Oldham Company. It will also authorize all and any of the said four Companies to enter into agreements amongst themselves with respect to the conditions on which the said contributions shall be made, and the share of management in the Oldham Company

which shall be conferred on the contributing Company in consideration of such contribution, or the Bill will itself define these matters.

2. The Bill will also enable the Oldham Company and the said three other Companies, or any of them, to enter into agreements for the working, maintenance, and use by those three Companies, or any of them, of the Company's undertaking for the time being, such agreement to extend to the fixing and the apportionment of tolls and charges arising from the traffic of the undertakings of the contracting parties; and the Bill will, if necessary, give powers for the appointment of joint committees of the contracting Companies, for effecting all or any of the purposes aforesaid.

3. The Bill will enable the Oldham Company, their officers and servants, and all corporations and persons lawfully using their railway, to run over, work, and use, with their engines and carriages of every description, and for the purposes of their traffic, upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon, or may be defined by the Bill, or be settled by means to be prescribed by the Bill, the portions hereinafter mentioned of the Lancashire and Yorkshire Railway, and the stations, watering-places, approaches, and conveniences and works connected therewith, namely, so much thereof as lies between the station at Stalybridge and the station at Miles Platting, both in Lancashire, including the said stations; so much as lies between the said station at Miles Platting and the Victoria station at Manchester, and also the said Victoria station; and also that part of the Oldham branch of the Lancashire and Yorkshire Railway which lies between Clegg-street, at Oldham, and the station at Mumps, and also the said station at Mumps; all which places are in Lancashire.

4. The Bill will require the Lancashire and Yorkshire Railway Company to afford upon their lines of railway, and at their stations, and particularly at the said Victoria station, such facilities as may be prescribed in the Bill, and upon such terms and conditions, and on payment of such tolls, rates, and charges as shall be indicated in the Bill, for the reception, accommodation, and forwarding of the passenger and other traffic, and of the carriages of all descriptions conveying the traffic passing to, from, or over, or destined for, the Oldham Company's Railway, or any part thereof, so as to prevent any undue interruption, diversion, or delay in the passage of the said traffic. And the Bill will, with respect to the before mentioned matters, alter and regulate the tolls, rates, and charges authorized to be taken by the said Lancashire and Yorkshire Railway Company.

5. The Bill will amend and enlarge the powers and provisions of "The Oldham, Ashton, and Guide Bridge Junction Railway Act, 1857" (20th and 21st Vic., cap. 137); and will also, for the purposes aforesaid, amend and enlarge the powers and provisions of the 12th and 13th Vic., cap. 81; and of the several other Acts relating, directly or indirectly, to the Manchester, Sheffield, and Lincolnshire Railway Company; also of the 9th and 10th Vic., cap. 204; the 10th and 11th Vic., cap. 159; and of the several other Acts relating directly or indirectly to the London and North Western Railway Company; also of the 1st and 2nd William IV, cap. 60; the 6th and 7th William IV, cap. 111; the 10th and 11th Vic., cap. 163; the 21st and 22nd Vic., cap. 106; and the several other Acts relating, directly or indirectly, to the Lancashire and Yorkshire Railway Company.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December next.

Dated this 16th day of November, 1858.

Victoria Station, and North-Western and Great Western Junction Railway.

(Incorporation of Company; Railways to connect the Great Western, North-Western, and other Railways, with the Victoria Station and Pimlico Railway; Alteration of, and Powers over, West London Railway; Traffic and other Arrangements with other Companies; Power to them to Subscribe; 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 railways and works hereinafter mentioned, or some of them, or some part or parts thereof, together with all proper stations, works, conveniences, and approaches connected therewith (that is to say):—

1. A railway commencing by a junction with the West London Railway, at a point about 100 yards south of the point where the Hammersmith Road crosses the said West London Railway, in the parish of Kensington or Saint Mary Abbot Kensington, in the county of Middlesex, and terminating by a junction with the West-End of London and Crystal Palace Railway, at a point thereon near the distance-post on the said railway, denoting $3\frac{1}{4}$ miles from the Pimlico terminus, and which said intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them—viz., Hammersmith, Saint Peter Hammersmith, Saint Paul Hammersmith, Kensington, Saint Mary Abbott Kensington, and Fulham, in the county of Middlesex; Battersea, Saint Mary Battersea, Clapham, and Wandsworth, in the county of Surrey:

2. A railway commencing from and out of the first before-described intended railway, at a point in the parish of Fulham, about 100 yards south of the junction of Stanley Street and Sands End Lane, and terminating on the northern shore of the river Thames, 650 yards, or thereabouts, south-west of the point where the Kensington Canal enters the said river, and being situated wholly in the parish of Fulham, in the county of Middlesex:

3. A railway commencing from and out of the first before-described intended railway, at a point in the parish of Fulham about 100 yards south of the junction of Stanley Street and Sands End Lane, and terminating at a road called Belgrave Road, about 60 yards west of the bridge over the Grosvenor Canal, known as Eccleston Bridge; and which said intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them—videlicet, Fulham, Kensington, Saint Mary Abbott Kensington, Hammersmith, Saint Peter Hammersmith, Saint Paul Hammersmith, Chelsea, Saint Luke Chelsea, and Saint George Hanover Square, in the county of Middlesex:

4. A railway commencing from and out of the firstly before-described intended railway, on the south side of the river Thames, at a point in the parish of Saint Mary Battersea about 100 yards south of the junction of Green Lane and Lombard Road, and terminating at a point in the same parish about 170 yards east of the south end of the Victoria Suspension Bridge; and which said intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them—videlicet, Battersea and Saint Mary Battersea, in the county of Surrey:

5. A railway commencing from and out of the lastly-described intended railway, at a point about 20 yards north of the bridge under the London and South-Western Railway, situated 45 yards west

of the distance-post on the said railway, denoting 3 miles from the Waterloo terminus, and terminating by a junction with the West-end of London and Crystal Palace Railway, at a point about 200 yards west of the distance-post on that railway, indicating three-quarters of a mile from the Pimlico terminus, and being situated wholly within the parishes or places of Battersea and Saint Mary Battersea, in the county of Surrey:

6. A railway commencing from and out of the railway fourthly above described, at a point in the said parish of Saint Mary Battersea about 170 yards east of the south end of the Victoria Suspension Bridge, and terminating in the parish of Saint George Hanover Square, at a road called Belgrave Road, about 60 yards west of the bridge over the Grosvenor Canal, known as Eccleston Bridge; and which last-mentioned intended railway will pass from, in, through, or into, or be situate within the several parishes and places following, or some of them (that is to say): Battersea and Saint Mary Battersea, in the county of Surrey, and Saint George Hanover Square, in the county of Middlesex:

7. The alteration, widening, and improvement of the line and levels of the West London Railway, between the points where the first-described intended railway will commence and the point where the intended railway next hereinafter described will commence, or some part thereof, within the parishes, townships, and extra-parochial or other places following, or some of them (that is to say):— Acton, Kensington, Saint Mary Abbot Kensington, Hammersmith, Saint Peter Hammersmith, Saint Paul Hammersmith, Fulham, Willesden, Ealing, Wormwood Scrubs, and Wormholt Scrubs, in the county of Middlesex, or some of them:

8. A railway commencing from and out of the West London Railway, at a point thereon about 53 chains south-east of the crossing thereof by the Great Western Railway, and terminating by a junction with the London and North-Western Railway at a point thereon about 300 yards west of the bridge carrying Old Oak Lane over the last-mentioned railway, and being situated within the parishes, townships, and extra-parochial or other places, of Kensington, Saint Mary Abbot Kensington, Acton, Hammersmith, Saint Peter Hammersmith, Saint Paul Hammersmith, Fulham, Willesden, Ealing, Wormwood Scrubs, and Wormholt Scrubs, in the county of Middlesex, or some of them: And the intended Act will authorize the abandonment of so much of the existing line of the West London Railway as will become unnecessary by reason of the construction of such lastly-described intended railway:

9. A railway commencing from and out of the intended railway eighthly above described, at a point about 70 yards west of the point where the Grand Junction Canal crosses the West London Railway, and terminating by a junction with the Hampstead Junction Railway at a point thereon about 40 chains east of the point where the last-mentioned railway crosses the Harrow Road:

10. Two railways commencing from and out of the West London Railway, at a point thereon about 53 chains south-east of the crossing thereof by the Great Western Railway, and terminating by a junction with the Great Western Railway at a point thereon about 300 yards west of the point where the last-mentioned railway crosses Old Oak Common Lane:

11. A railway commencing from and out of the West London Railway, at the said point thereon, about 53 chains south-east of the crossing thereof by the Great Western Railway, and terminating by a junction with the Great Western Railway at a point thereon about half-a-mile east

of that crossing; and which railways ninthly, tenthly, and eleventhly described, will pass from, in, through, or into, or be situated within, the parishes or places of Kensington, Saint Mary Abbot Kensington, Acton, Hammersmith, Saint Peter Hammersmith, Saint Paul Hammersmith, Fulham, Willesden, Ealing, Wormwood Scrubs, and Wormholt Scrubs, in the county of Middlesex, or some of them:

It is also intended by such Act to alter the levels of the roads, streets, and bridges called Saint George's Road, Ebury Bridge, and its approaches, Upper Belgrave Place, at or near its junction with Saint George's Road and Elizabeth Street, near its junction with Upper Belgrave Place, all in the said parish of Saint George, Hanover Square:

And it is also intended by such Act to authorize the purchasing, by compulsion or agreement, of lands, buildings and hereditaments (including the West London Railway), for the purposes of the said intended undertaking:

And it is also intended by such Act to authorize the altering, diverting, or stopping up of all turnpike and other roads, highways, streets, railways, tramways, aqueducts, canals, streams, and rivers, within or adjoining to the aforesaid parishes, townships, and extra-parochial or other places, or any of them, with which it may be necessary to interfere in the construction of the said intended works:

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

And it is also intended by such Act to authorize the levying of tolls, rates, duties, and other charges for and in respect of the use of the said intended railways and other works, and the conveniences and accommodation connected therewith; and to grant exemptions from such tolls, rates, duties, and charges:

And it is intended by the said Act to incorporate a Company, for the purposes of making, executing and maintaining the proposed railways and works, and for carrying into effect the other objects of the intended undertaking:

And it is also intended by the said Act to enable the Company to be thereby incorporated, and the Great Western Railway Company, the London and North-Western Railway Company, the West London Railway Company, the West-end of London and Crystal Palace Railway Company, and the Victoria Station and Pimlico Railway Company, to enter into and carry into effect arrangements and agreements for or with respect to the execution and maintenance, working, use, and management, by all or any of such existing Companies, of the said intended railways and works:

And also to empower the before-mentioned existing Companies, or any or either of them, to acquire and hold shares in the capital of the intended Company, or otherwise to contribute towards the proposed undertaking, and for that purpose to raise additional monies, by the creation of shares, with or without preference, or by mortgage or bonds:

And also to empower the said intended Company, and the before-mentioned existing Companies, and also the North London Railway Company, the Hampstead Junction Railway Company, and the Great Northern Railway Company, or any of them, to enter into, and carry into effect, agreements and arrangements with respect to the conduct, regulation and management of the traffic of the said intended railways; and with respect to the tolls, charges, or other sum or sums of money, to be paid

for or in respect of the use of such railways, or of the traffic thereon; and with respect to the apportionment between and amongst the Companies parties to any such agreement, of tolls and charges received in respect of traffic passing over the said intended railways:

And also to empower the intended Company, and the Victoria Station and Pimlico Railway Company, and any of the other before-mentioned Companies, to agree with respect to the use, by the intended Company and the before-mentioned Companies, or any of them, of the line, or any part of the line, of the Victoria Station and Pimlico Railway Company, and any Station made, or to be made, by that Company:

And it is also intended by the said Act to enable the intended Company, and any Company working or using the railways belonging to such Company, to run over, and use, with their engines and carriages, the West London Railway, and the stations, works, and conveniences connected therewith, upon such terms, payments and conditions as shall be mutually agreed upon, or as, in case of dispute, shall be determined in the manner to be provided by the said intended Act.

It is also intended, so far as necessary, to alter, amend, and enlarge the powers and provisions of the Acts following, or any of them—"The Victoria Station and Pimlico Railway Act, 1858" (21 and 22 Victoria, cap. 118); the Acts relating to the West London Railway and the Kensington Canal, or either of them—that is to say (Local and Personal Acts), 5 Geo. IV, cap. 65; 7 Geo. IV, cap. 96; 6 Wm. IV, cap. 79; 3 and 4 Vict. cap. 105; 8 and 9 Vict. cap. 156; 9 and 10 Vict. cap. 369; 10 and 11 Vict. cap. 91; and 17 and 18 Vict. cap. 204: and also of the several Acts following, or some of them, relating to the Great Western Railway Company and their undertaking—that is to say (Local and Personal Acts), 5 and 6 Wm. IV, cap. 107; 6 Wm. IV, caps. 36, 38, 77 and 79; 1 Vict. caps. 91 and 92 (1837), and 24 and 26 (1838); 2 Vict. cap. 27; 3 Vict. cap. 47; 3 and 4 Vict. cap. 105; 4 and 5 Vict. cap. 41; 5 Vict. session 2, cap. 28; 6 Vict. cap. 10; 7 Vict. cap. 3; 7 and 8 Vict. cap. 68; 8 and 9 Vict. caps. 40, 53, 155, 156, 184, 188, 190, and 191; 9 Vict. cap. 14; 9 and 10 Vict. caps. 166, 181, 236, 239, 240, 278, 313, 315, 335, 337, 338, 369, and 402; 10 and 11 Vict. caps. 60, 72, 76, 91, 101, 109, 149, 154, 226, and 242; 11 and 12 Vict. caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 13 Vict. caps. 6 and 7; 13 and 14 Vict. caps. 44, 98, and 110; 14 and 15 Vict. caps. 48 and 81; 15 and 16 Vict. caps. 125, 133, 140, 145, 147, and 168; 16 and 17 Vict. caps. 121, 153, 175 and 212; and 17 and 18 Vict. caps. 108, 120, 163, 192, 202, 204, 207, 209, 215, and 222: and also of the several Acts following, or some of them, relating to the London and North-Western Railway Company and their undertaking, 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, intitled "An Act to consolidate the London and Birmingham Grand Junction and Manchester and Birmingham Railway Companies," and the Local and Personal Acts, 8 and 9 Vict. caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vict. cap. 67; 9 and 10 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; 10 and 11 Vict. caps. 73, 107, 114, 118, 120, 121, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vict. caps. 58, 60, and 130; 12 and 13 Vict. cap. 74; 13 and 14 Vict. cap. 36; 14 Vict. cap. 28; 14 and 15 Vict. cap. 94; 15 Vict. caps. 98 and 105; 16 and 17 Vict. caps. 97, 110, 157, 160, 161, 205, 216, and 222;

17 and 18 Vict. caps. 201 and 204; 18 and 19 Vict. cap. 172; 19 and 20 Vict. cap. 123; 20 and 21 Vict. cap. 108; and 21 and 22 Vict. caps. 130 and 131; and also of the several Acts following, or some of them, relating to the West-end of London and Crystal Palace Railway Company, or their undertaking—that is to say: (Local and Personal Acts) 16 and 17 Vict. cap. 180; 17 and 18 Vict. cap. 210; 19 and 20 Vict. cap. 87; 20 and 21 Vict. cap. 143; and 21 and 22 Vict. caps. 104 and 118: and also of the several Acts following, or some of them, relating to the Great Northern Railway Company—that is to say: (Local and Personal Acts) 9 and 10 Vict. cap. 71; 10 and 11 Vict. cap. 148; 11 and 12 Vict. cap. 114; 14 and 15 Vict. cap. 45; 16 and 17 Vict. cap. 60; 18 and 19 Vict. cap. 124; 20 and 21 Vict. cap. 138; and 21 and 22 Vict. cap. 113; and also of the several Acts following, or some of them, relating to the North London Railway—that is to say: (Local and Personal Acts) 9 and 10 Vict. cap. 396; 13 and 14 Vict. cap. 36; 16 and 17 Vict. cap. 97; and 17 and 18 Vict. cap. 80; and also of the several Acts following, or some of them, relating to the Hampstead Junction Railway—that is to say: (Local and Personal Acts) 16 and 17 Vict. cap. 222; and 19 and 20 Vict. cap. 52.

And notice is hereby given, that plans and sections of the said railways and works, and of the lands and property so proposed to be purchased and taken as aforesaid, together with books of reference to such plans, and also a copy of this notice, as published in the London Gazette, together with a published map, with the lines of railways delineated thereon, will be deposited, on or before the 30th day of November in the present year, with the Clerk of the Peace for the county of Middlesex, at his office in Clerkenwell; and with the Clerk of the Peace for the county of Surrey, at his office in North-street, Lambeth; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said railways and works are proposed to be made, and also a copy of the said Gazette notice, will be deposited on or before the 30th day of November, in the present year, at the residence of, and with, the parish clerk of each such parish; and, in the case of any extra-parochial place, with the clerk of an adjoining parish, at his residence.

And notice is hereby also given, that copies of the said intended Act will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated the 12th day of November, 1858.

W. O. and W. Hunt and Elsdale, 3 Whitehall Place, Solicitors for the Bill.

Great Western Railway.

(New Railway and Works in connection with the West London, Great Western, and London and North-Western Railways; Acquisition and Exchange of Lands; Increase and Alteration 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 for all or some of the following purposes (that is to say):—

To authorize the construction of a railway for carrying the West London Railway over the Great Western Railway, so as to avoid the present level crossing thereof; such intended railway to commence from and out of the West London Railway at a point thereon about twenty-eight chains north-

west of the said level crossing, and to terminate by a junction with the last-mentioned railway at a point about fifty-three chains south-east of the said level crossing; and to constitute the new railway a portion of the undertaking of the West London Railway Company; and to authorize the laying down of rails to form junctions between the Great Western Railway and the existing line of the West London Railway on the south side of the Great Western Railway, in lieu of the existing junctions between the said railways; and to discontinue, as a railway, so much of the existing West London Railway as lies between the south side of the Great Western Railway and the north side of the Grand Junction Canal; and to provide for the appropriation of so much of the existing West London Railway as lies between the south side of the Grand Junction Canal and the junction on the south-east side of the Great Western Railway of the railway by this Act authorized with the West London Railway, to and for the purposes of the Great Western Railway Company; and to authorize an alteration or deviation in the public highway leading from Shepherd's Bush, over Wormwood Scrubs, to the Harrow Road, near Holsden Green, such alteration or deviation to commence at a point on the said road about six chains north of the bridge carrying that road over the Great Western Railway, and to terminate at a point on the said road about twenty-four chains south of the said bridge; which said intended railway and alteration of road 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): Ealing, Fulham, Hammersmith, Kensington, St. Mary Abbott's Kensington, Willesden, Wormwood Scrubs, and Wormholt Scrubs, in the county of Middlesex:

To empower the Great Western Railway Company and the London and North Western Railway Company, or either of them, to execute the said intended railway, deviation of road and works, and to purchase, by agreement or compulsion, lands and property, for the purposes thereof: and to enable the Great Western Railway Company in like manner, for the purposes of their undertaking, to purchase, take, or hold, certain lands in the aforesaid parishes, townships, or places, or some of them, adjoining the Great Western Railway on the south side thereof, and the West London Railway on the east and west sides thereof; and to empower the said two Companies to apply their corporate funds in or towards the purposes of the said intended Act:

And also to empower the Great Western Railway Company on the one part, and the Lord of the Manor of Fulham and the copyholders of the said manor on the other part, to enter into and carry into effect such agreements and arrangements as they may think fit for the sale or exchange of certain lands now belonging to the Company for certain other lands belonging to the said Lord and copyholders, and forming part of the common of Wormwood Scrubs:

And to vary and extinguish all existing rights and privileges connected with any of the lands or property to be purchased or exchanged under the authority of the intended Act, or which would in any manner impede or interfere with the execution of the powers thereof: and also to grant power to cross, stop up, alter or divert, whether temporarily or permanently, the roads, highways, footways, sewers, and drains, within the aforesaid parishes, townships, or places, which it may be necessary to cross, stop up, alter or divert, in executing the purposes of the intended Act, or any of them:

And also to empower the Great Western Railway Company, and the London and North-Western Railway Company, to enter into agreements and arrangements with reference to the construction of the said railway, deviation of road and works, and with reference to the cost thereof and incident thereto, and with reference to the apportionment between themselves of such cost; or, by the said Act, to make other provision in reference thereto:

And also to alter, vary, and increase, all or some of the tolls, rates, and charges, now authorized to be taken for or in respect of the use of the railways for the time being constituting the undertaking of the Great Western Railway Company or the traffic thereof; and to alter and vary the classification of goods, minerals, and other articles in respect of which such tolls, rates, and charges are now authorized to be demanded and taken: and to make further and better provision in reference to the tolls, rates, and charges, to be demanded and taken for or in respect of the railways of the said Company and the traffic thereof:

And it is proposed by such intended Act to alter, amend, enlarge, or repeal, so far as may be necessary for the purposes of such Act, the several Acts of Parliament (local and personal) following, or some of them—(that is to say): Acts relating to the West London Railway and the Kensington Canal, 5 George IV, cap. 65; 7 George IV, cap. 96; 6 William IV, cap. 79; 3 and 4 Victoria, cap. 105; 8 and 9 Victoria, cap. 156; 9 and 10 Victoria, cap. 369; 10 and 11 Victoria, cap. 91; and 17 and 18 Victoria, cap. 204: Acts relating to the Great Western Railway Company and their undertaking, 5 and 6 William IV, cap. 107; 6 William IV, caps. 36, 38, 77, and 79; 1 Victoria, caps. 91 and 92 (1837), and 24 and 26 (1838); 2 Victoria, cap. 27; 3 Victoria, cap. 47; 3 and 4 Victoria, cap. 105; 4 and 5 Victoria, cap. 41; 5 Victoria, session 2, cap. 28; 6 Victoria, cap. 10; 7 Victoria, cap. 3; 7 and 8 Victoria, cap. 68; 8 and 9 Victoria, caps. 40, 53, 155, 156, 184, 188, 190, and 191; 9 Victoria, cap. 14; 9 and 10 Victoria, caps. 166, 181, 236, 239, 240, 278, 313, 315, 335, 337, 338, 369, and 402; 10 and 11 Victoria, caps. 60, 72, 76, 91, 101, 109, 149, 154, 226, and 242; 11 and 12 Victoria, caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158 and 159; 13 Victoria, caps. 6 and 7; 13 and 14 Victoria, caps. 44, 98, and 110; 14 and 15 Victoria, caps. 48 and 81; 15 and 16 Victoria, caps. 125, 133, 140, 145, 147, and 168; 16 and 17 Victoria, caps. 121, 153, 175, and 212; and 17 and 18 Victoria, caps. 108, 120, 163, 192, 202, 204, 207, 209, 215, and 222; and Acts relating to the London and North-Western Railway Company and their undertaking, 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 8 and 9 Victoria, caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Victoria, cap. 67; 9 and 10 Victoria, caps. 80, 82, 152, 182, 192, 193, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Victoria, caps. 73, 107, 114, 118, 120, 121, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278 and 294; 11 and 12 Victoria, caps. 58, 60, and 130; 12 and 13 Victoria, cap. 74; 13 and 14 Victoria, cap. 36; 14 Victoria, cap. 28; 14 and 15 Victoria, cap. 94; 15 Victoria, caps. 98 and 105; 16 and 17 Victoria, caps. 97, 119, 157, 160, 161, 205, 216, and 222; 17 and 18 Victoria, caps. 201 and 204; 18 and 19 Victoria, cap. 172; 19 and 20 Victoria, cap. 123; 20 and 21 Victoria, cap. 108; and 21 and 22 Victoria, caps. 130 and 131.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections, showing the lines and levels of the said intended railway, alteration of road and works, and the lands and property proposed to be taken or appropriated under the authority of the intended Act, together with a book of reference to such plans, and a published map showing the general direction of the said intended railway, and a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Middlesex, at his office in Clerkenwell; and that on or before the said 30th day of November, a copy of so much of the said plans and sections as relates to the several parishes and extra-parochial places in or through which the said railway, deviation of road and works are intended to be made, or in which the said lands and property are situated, together with a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of each such parish, at his residence; or, in the case of an extra-parochial place, with the parish clerk of some parish immediately adjoining thereto.

And notice is hereby also given, that, on or before the 23rd day of December next, printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 16th day of November, 1858.

W. O. and W. Hunt and Elsdale,
3, Whitehall Place.

Gateshead Quay.

(Extension or Revival of Powers to Purchase Land for Construction of Works; Powers to Raise further Sums of Money, and Provisions in Reference thereto; Arrangements with the North Eastern Railway Company; 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 effect all or some of the following objects, that is to say:—

To extend the time or revive the powers granted by the "Gateshead Quay Act, 1855," for the purchase by compulsion of the lands, houses, and hereditaments, or some portion or portions thereof, in the borough and parish of Gateshead, in the county of Durham, and in the parish of St Nicholas, in the borough and county of Newcastle-upon-Tyne, or one of them, required for the construction of the quay, new streets, and other works, or some or one of them, or some part or parts thereof, respectively authorized by the said Act, and therein described or referred to.

To enable the Commissioners acting in execution of the said Act, for all or any of the purposes thereof, and of the intended Act, to raise further and additional moneys upon the security of the borough fund of the said borough of Gateshead, and the borough rate of the said borough, or either of them, and to make and levy rates for such purposes, or any or either of them, and to confer, vary, or extinguish any rights or privileges.

To make provisions and regulations for the repayment of the sums borrowed under the said intended Act, and to vary and extend the provisions contained in the recited Act, for repayment of the sums borrowed or authorized to be borrowed under that Act.

And it is also proposed, by the said intended Act, to enable the said Commissioners, and the North Eastern Railway Company, to enter into such contracts, agreements, and arrangements with respect to the use, appropriation, and maintenance

(or any or either of them), by the North Eastern Railway Company, for the accommodation of their traffic or otherwise, of a portion or portions of the quay, streets, roads, and other works, constructed, or authorized to be constructed, by the said "Gateshead Quay Act, 1855," and of the lands, property, machinery, and effects now belonging to or vested in the said Commissioners, or which, by the intended Act, they may be authorized to take and use, and upon such terms and conditions, and upon payment of such tolls or sums of money, or of fixed sums in lieu thereof, as may be mutually agreed on between the said Commissioners and Company, and also to enter into such contracts, agreements, and arrangements, with reference to the conduct, management, working, interchange, and direction of the traffic, and the collection, division, and apportionment of such traffic, and the loading and unloading of goods upon or between the railway or railways of the said Company, and the said proposed quay and other works, or any part or parts thereof, and the costs, charges, and expenses of such conduct, management, working, interchange, and direction of the traffic, and the loading and unloading of goods, and the division, collection, and apportionment of such traffic, and the payment of the tolls, rates, and charges arising therefrom, or of fixed sums in lieu thereof, and the employment of officers and servants for any or either of such purposes as may be mutually agreed on between the said Commissioners and Company, and also to vest in the said Commissioners and Company all such other rights, powers, and privileges as may be necessary or expedient for more effectually carrying into effect any such contracts, agreements, or arrangements; and it is further proposed, by the said Act, to ratify and confirm any contracts, agreements, and arrangements which have been made between the said Commissioners and Company, for all or any of the purposes aforesaid.

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

An Act passed in the 54th year of the reign of His late Majesty King George the Third, intituled "An Act for cleansing, lighting, and otherwise improving certain streets and places within and near the town and borough of Gateshead, in the county of Durham."

The Public Health Act 1848.

The Public Health Supplemental Act, 1851, No. 2; and a certain Provisional Order of the General Board of Health in the last-mentioned Act referred to, and dated the 1st day of February, 1851, for the application of the Public Health Act, 1848, to the borough of Gateshead.

The Local Government Act, 1858.

Also, Local and Personal Acts, 1 Vic., cap. 72; 4 and 5 Vic., cap. 71; 9 and 10 Vic., cap. 121; 13 and 14 Vic., cap. 77; 16 and 17 Vic., cap. 182, The Newcastle-upon-Tyne, Improvement Act, 1855.

The River Tyne Improvement Act, 1850, and the several Acts, or some of them, therein recited or referred to; The Tyne Improvement Act, 1852; The Tyne Improvement Act, 1857.

The North Eastern Railway Company's Act, 1854; and the several Acts, or some of them, therein recited or referred to, relating to the North Eastern Railway Company and its undertakings, and "The North Eastern Railway (Capital) Act, 1857;" "The North Eastern Railway

Company's (Lanchester Valley Branch) Act, 1857;" "North Eastern Railway Company's (Hartlepool Dock and Railway Amalgamation) Act; 1857;" and "Gateshead Quay Act, 1855."

And notice is hereby further given, that on or before the 30th day of November, 1858, plans of the lands, houses, and hereditaments in respect of which an extension of the time granted by the Gateshead Quay Act, 1855, is intended to be applied for, with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and hereditaments, 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 at Durham, and with the Clerk of the Peace of the town and county of the town of Newcastle-upon-Tyne, at his office in Newcastle-upon-Tyne; and that on or before the said 30th day of November, a copy of so much of the said plans and book of reference as relates to each parish in which such lands, houses, and hereditaments are situate, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection with the parish clerk of each such parish, at his respective place of abode.

And notice is hereby further given, that on or before the 23rd day of December, 1858, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this tenth day of November, 1858.

J. W. Swinburne,

Town Clerk, Gateshead,
Solicitor for the Bill.

H. and W. Toogood.

16, Parliament-street, London.
Parliamentary Agents.

South Staffordshire Railway.

(Lease to the London and North Western Railway Company; Extension of Time for Completion of Works; Transfer of Powers from Birmingham Canal Company; Additional Lands in Walsall; further Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to enable the South Staffordshire Railway Company, hereinafter called the Company (subject to and on the determination of the existing lease of their undertaking), to lease the railways, works, property, and effects now belonging to them, or any part thereof respectively, unto the London and North Western Railway Company for such term of years, at such rent, or for such other consideration and upon such terms and conditions, as may have been or may be agreed upon between the said Companies, or as may be fixed, ascertained, and determined in and by, or under, the provisions of the said intended Act; and to enable the London and North Western Railway Company to accept and take a lease of the said railways, works, property, and effects, or any part thereof, upon such terms and conditions as aforesaid, and to vest in the London and North Western Railway Company during the continuance of the said lease all or some of the rights, powers, privileges, authorities, and liabilities, whether with reference to the levying of tolls, rates, and charges or otherwise, as at the time of granting such lease may be vested in the Company, and also such other powers as may be deemed necessary in relation to the working,

use, and enjoyment of the premises so demised, and to enable the said Companies to enter into such agreements as they may think fit for effecting the purposes aforesaid; and the said intended Act will confirm all existing agreements between the said Companies in reference to the granting and accepting of such lease or otherwise. And the said intended Act will make other provisions respecting the mode of the election, and the qualification, and the number of directors of the South Staffordshire Railway Company during the continuance of any such lease.

And it is also proposed by the intended Act to extend the time limited by "The South Staffordshire Railway Act, 1855," for the completion of the railways thereby authorized, or some part thereof.

And it is further proposed by the intended Act, so far as may be necessary for such purposes, to alter, amend, extend, and enlarge, or to repeal all or some of the powers and provisions of "The South Staffordshire Junction Railway Act, 1846;" "The Trent Valley, Midlands, and Grand Junction Railway Act, 1846;" "The South Staffordshire Railway Act, 1847;" and of the several other Acts relating to the South Staffordshire Railway Company; and also of the Local and Personal Act 9th and 10th Vict., cap. 204, and the several other Acts relating to the London and North Western Railway Company.

And it is proposed by the intended Act to empower the Company, on the one hand, and the Company of Proprietors of the Birmingham Canal Navigations on the other hand, to enter into and carry into effect agreements or arrangements for the transfer by the said Company of Proprietors to the Company of the tramway, or part of the tramway, thirdly described in "The Birmingham Canal Navigations Act, 1854," and either before or after the completion thereof; and to vest the said tramway in the Company as part of their undertaking, and to confer upon the Company all necessary powers for the completion thereof, and to extend the time limited by the said Act for the completion thereof, and to amend the provisions of the said last mentioned Act.

And it is also proposed to authorize the Company to purchase by compulsion or agreement, certain lands and property in the parish of Walsall, adjoining to and situate on the west side of the existing Cannock branch of the South Staffordshire Railway, on the east side of the Wyrley and Essington Branch of the Birmingham Canal, and on the north side of, and adjoining to the road leading from Bloxwich to Willenhall, which lands are distinguished on the plans and books of reference of the Cannock Branch referred to in "The South Staffordshire Railway Act, 1854," as Nos. 43, 46, 47, 48, 49, 50, 51, 54, 55, 56, 57, 58, and 59, in the parish of Walsall, and to vary and extinguish all rights and privileges in any manner affecting the lands so proposed to be purchased.

And it is intended by the said Act to enable the Company to apply their corporate funds, and if necessary, to raise additional capital by the creation of new shares, or by borrowing, for the purposes aforesaid.

Plans of the lands proposed to be taken under the authority of the Act, with books of reference thereto, 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 of the county of Stafford, at his office in Stafford, and with the parish clerk of Walsall, at his residence.

And notice is hereby further given, that on or before the 23rd day of December, 1858, printed

copies of the Bill for effecting the objects specified in this notice, or some of them, will be deposited in the Private Bill Office of the House of Commons.

Dated this 6th day of November, 1858.

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

The Brighton District Waterworks.

(Incorporation of Company and Construction of Works; Purchase of Cliftonville Waterworks, and other powers.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to incorporate a Company for affording a further and better supply of water for public and private purposes to the several parishes of Brighton, Hove, and Preston, or any or either of them, or any part or parts thereof respectively, all in the county of Sussex; and powers will be taken in such Bill to enable the Company to be thereby incorporated to construct and maintain the works and effect the objects and purposes hereinafter mentioned, or some of them, that is to say,—

To make and maintain a pumping-station, with wells or shafts, tanks, adits, tunnels, drifts, and other needful works and appliances, adjoining the upper road leading from Shoreham to Brighton, in the parishes of Preston and Hove, or one of them, and in or near certain fields called Goldstone Bottom, in the occupation of Mr. William Marsh Rigden.

To make and maintain an aqueduct, conduit, or main pipe, to commence at the said pumping station, and to terminate at the reservoir next hereinafter mentioned.

To make and maintain a reservoir with all necessary approaches, embankments, works, and conveniences, in or upon certain land and premises, in the parish of Preston, belonging to Sir Isaac Lyon Goldsmid, Baronet, situate on the east side of the road leading from Brighton to Henfield, commonly called the Dyke-road, and adjoining or near to certain premises known as Port Hall.

To make and maintain an aqueduct, conduit, or main pipe to commence at the said reservoir hereinbefore described, and to terminate at or near the point on the said Dyke-road where the Montpellier road, in the parish of Brighton, intersects.

To make and maintain an aqueduct, conduit, or main pipe, to commence at the said pumping-station firstly described, and to terminate at or in the reservoir next hereinafter mentioned.

To make and maintain a reservoir, with all necessary approaches, embankments, pumping-station, wells, shafts, tanks, adits, tunnels, drifts, and other works and conveniences, in or upon certain land and premises in the parish of Preston, lately belonging to George Harrington, Esq., and in or upon certain other land and premises in that parish belonging to the trustees of the late Wm. Stanford, Esq., situate respectively on the east side of the said Dyke-road, near to a barn in the occupation of Joseph Watson.

To make and maintain an aqueduct, conduit, or main pipe, to commence at the said reservoir lastly hereinbefore described, and to terminate at or near the point where the said upper road from Shoreham to Brighton, and the said Dyke-road, unite.

To make and maintain an aqueduct, conduit, or main pipe, to commence at the said pumping-station firstly described, and to terminate at the south end of Hove-street, in the parish of Hove.

To take, use, divert, and store up the waters to be obtained by means of the said works; and to sink, bore, and maintain wells, shafts, adits, tunnels, and other works upon the said lands for the purpose of collecting, impounding, and storing up water.

To erect and maintain all such conduits, culverts, cuts, drains, sluices, engines, filter beds, and other works and conveniences as may be necessary for carrying into execution the objects and purposes of the intended Bill.

All which said before-mentioned pumping-stations, reservoirs, aqueducts, conduits, pipes, and other works will be situate, and pass in, through, and into the said parishes of Brighton, Hove, and Preston, in the county of Sussex, or some or one of them, or some part or parts thereof respectively.

To purchase compulsorily, houses, messuages, lands, tenements, springs, streams, and hereditaments for the purpose of the said intended works, and to alter, vary, or extinguish all or any rights or privileges in any manner connected with or incident to any such messuages, lands, tenements, springs, streams and hereditaments respectively, and any other rights or privileges which might in any manner impede or interfere with the objects of the said Bill.

To lay down and maintain the said intended works, and also any branch pipes, culverts, and other works in, over, along, under, and across any streets, lanes, roads, highways, bridges, railways, tramways, viaducts, and other public passages and places in any of the parishes or places aforesaid, or any part or parts thereof.

To supply water in bulk to any public bodies or private persons requiring the same.

To levy and receive rates, rents and remunerations in respect of the supply of water, and to confer, vary, and extinguish exemptions from the payment of such rates or rents.

To agree with the owner of the existing mains and other pipes and apparatus whereby that part of the parish of Hove called Cliftonville, is at present supplied with water, for the purchase of such mains, pipes, and apparatus, and of all the rights, interest, and property of such owner therein, or connected therewith.

And notice is hereby given, that duplicate plans, showing the line or situation of the intended works, and the lands, in or through which the same will be made, and also duplicate sections showing the levels of the proposed works, with books of reference to such plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands, and also a copy of this notice as published in the London Gazette, will, on or before the 30th day of this instant November, be deposited for public inspection, at the office of the Clerk of the Peace for the county of Sussex, at Lewes, in the same county, and that, on or before the said 30th day of November, a copy of so much of the said plans, sections and books of reference as relates to each of the parishes in or through which the said intended reservoirs, aqueducts and other works will be made, or be situate, or pass, 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 residence.

And notice is hereby also given that printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated the 11th day of November, 1858.

Attree, Clarke, McWhinnie, and Howlett,
Brighton.

South-East and West London and Dulwich
Railways.

(Incorporation of Company for making railways from Vauxhall Station on the South-Western Railway to New Cross Station on the North Kent Railway, and from New Cross Station on the said North Kent Railway to Dulwich; power to make working arrangements with other Companies; provisions as to the use of stations and transmission of traffic, &c.—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 railways hereinafter-mentioned, or some of them, or some part or parts thereof, together with all proper stations, works, conveniences, and approaches connected therewith (that is to say):

1. A railway commencing by a junction with the South-Western Railway, in the parish of Saint Mary, Lambeth, in the county of Surrey, at a point at or near the Vauxhall Station of the said South-Western Railway and terminating by a junction with the North Kent Railway, in the parish of Saint Paul, Deptford, in the county of Kent, at a point at or near the New Cross Station of the said North Kent Railway; and which said intended railway will pass from, in, through, or into the several parishes, extra-parochial, and other places following, or some of them, viz.:—Saint Mary, Lambeth; Saint Mark, Kennington; Saint Giles, Camberwell; Saint Paul, Deptford; and Saint Nicholas, Deptford, in the county of Surrey; and Saint Paul, Deptford; and Saint Nicholas, Deptford, in the county of Kent.

2. A railway commencing by a junction with the above-mentioned intended railway at a point where it terminates and joins the North Kent Railway, in the parish of Saint Paul, Deptford, in the county of Kent, at or near the New Cross Station of the said North Kent Railway, and terminating at a point in or near a field in the parish of Saint Giles, Camberwell, in the county of Surrey, situate on the east side of the public road called Penge, leading from the village of Dulwich to Sydenham, and about eight chains and twenty-six links from a point on the footpath of the said public road opposite the north-east angle of a building in the said village of Dulwich, called or known by the names of Dulwich College, the College of God's Gift, or Alleyn's College, and which said intended railway will pass from, in, through, or into the several parishes, extra-parochial, and other places following, or some of them, namely Saint Paul, Deptford, Saint Nicholas, Deptford, in the county of Kent, and Saint Giles, Camberwell, Saint Paul, Deptford, and Saint Nicholas, Deptford, in the county of Surrey.

And it is intended by the said Act to take powers to make lateral deviations from the lines of the proposed railways and works to the extent of or within the limits defined upon the plans hereinafter mentioned, and to cross, divert, alter, or to stop up, whether temporarily or permanently, all such roads, highways, streets, bridges, works, mines, streams, rivers, sewers, mainpipes, drains, canals, navigations, railways, tramways, within the said parishes, townships, and extra-parochial and other places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up for the said intended railways and works.

And it is also intended by the said Act to incorporate a Company for the purpose of consolidating, maintaining, working, and carrying into effect the proposed railways and works, or some part or parts thereof; to take powers to purchase lands and houses by compulsion or agreement;

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

And it is also proposed by the said Act to enable the Company to be incorporated as aforesaid, and the South-Western Railway Company, South-Eastern Railway Company, London, Brighton, and South Coast Railway Company, North Kent Railway Company, and the Greenwich Railway Company, or any or either of them, to enter into and carry into effect any agreements and arrangements which they may have made or shall make with respect to the working, use, management, construction, and maintenance of the undertaking authorized by the said intended Act, or any part thereof; and with respect to the payment or contribution by and between the said Companies, or any or either of them, towards the costs, charges, and expences of such working, use, management, construction, and maintenance; and to authorise such last-mentioned Companies, or any or either of them, to work and use the said intended railways, or any part thereof, and to regulate and manage the traffic thereon, and to agree with the Company to be incorporated for the payment of certain tolls or sums of money for the use of the railways, or for the apportionment of the tolls and fares received on the intended railways, or the payment of fixed sums in lieu thereof.

And it is also proposed to empower the before-mentioned Companies, or any or either of them, to contribute towards and hold shares in the capital of the Company to be incorporated, or otherwise to contribute funds towards the proposed undertaking; and for that purpose to raise additional moneys by the creation of shares with or without preference, or by mortgage or bonds.

And it is also intended by the said Act to enable the Company so to be incorporated to use the stations, works, and conveniences of the South-Western Railway Company, the South-Eastern Railway Company, the London, Brighton, and South Coast Railway Company, the North Kent Railway Company, and the Greenwich Railway Company, or any or either of them, 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 provision will also be made in the said intended Act for requiring the South-Western Railway Company, the South-Eastern Railway Company, the London, Brighton, and South Coast Railway Company, the North Kent Railway Company, and the Greenwich Railway Company respectively, to grant all proper and reasonable facilities for the transmission of, and to transmit upon and along their respective railways, or any part thereof, all traffic which having passed over the said intended railways, or any part thereof, may be tendered to them respectively for transmission along their own railways, or any part thereof, or which may be tendered to them for transmission along their own railways, or any part thereof, for the purpose of being afterwards conveyed on and along the said intended railways, or any part thereof, upon and subject to such rules and regulations, and upon payment of such tolls, rates, and charges as shall, in case of disagreement, be settled by arbitration or otherwise, or as may be fixed and determined in and by the said intended Act.

And it is intended to incorporate with the Bill "The Lands Clauses Consolidation Act, 1845;"

"The Companies Clauses Consolidation Act, 1845;" and "The Railways Clauses Consolidation Act, 1845;" or some part or parts thereof.

And notice is hereby further given that on or before the thirtieth day of November instant, maps, plans, and sections, describing the directions, line, and levels of the said intended railways and works and the lands which may be taken for the purposes thereof, together with books, of reference to such plans containing the names of the owners, or reputed owners, lessees, or reputed lessees, and 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 Surrey, at his office, at Lambeth, in the said county, and with the Clerk of the Peace for the county of Kent, at his office, at Maidstone, 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 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, 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 so far as may be necessary for carrying into effect all or any of the above objects, it is intended to alter, amend, extend, vary, and enlarge or repeal all or some of the powers and provisions of the several Acts of Parliament relating to the South-Western, the South-Eastern, the London, Brighton, and South Coast, the North Kent, and the Greenwich Railway Companies.

And notice is hereby also given that printed copies of the Bill relating to the objects aforesaid will be deposited on or before the 23rd day of December, 1858, in the Private Bill Office of the House of Commons.

Dated the 13th day of November, 1858.

*Charlton and Greenway, 4, Garden Court,
Temple, Solicitors for the Bill.*

South Wales, Pembroke, and Tenby Junction Railway.

(Incorporation of Company, Construction of Railways from Pembroke-dock to Tenby, and from Pembroke-dock to the Pier at Hobb's Point. Power to South Wales Railway Company to raise and contribute money, hold shares, and maintain and work proposed railways.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to incorporate a Company with the following, or some of the following, among other powers, that is to say,—

To make and maintain a railway with all proper works, approaches, stations, and conveniences connected therewith, commencing in a garden near the town of Pembroke-dock, abutting on the public road leading from Pembroke-dock to Hobb's Point, which garden is the property of Thomas Meyrick, Esquire, and is at present in the occupation of Alexander Skinner, and is situated in the parish of Saint Mary's, Pembroke, in the county of Pembroke, and terminating at the Town Quarry, near to the town of Tenby, and at or near the point where the road from the said quarry joins the road from Tenby to Pembroke, in the parish of Saint Mary's, Tenby, in the same county; and which intended railway will pass from, in, through, or into, or be situated within

the several parishes, townships, and extra-parochial, or other places following, or some of them, that is to say,—

Saint Mary's, Pembroke, Saint Michael's, Pembroke, Lamphay, Hodgoston, Manorbeer, Penally, and Saint Mary's, Tenby, all in the said county of Pembroke.

To make and maintain a railway, with all proper works, approaches, stations, and conveniences connected therewith, commencing from and out of the before mentioned intended railway, at or near the aforesaid garden, in the occupation of Alexander Skinner, near the town of Pembroke-dock, and terminating at or near the pier, at Hobb's Point, all in the said parish of Saint Mary's, Pembroke, in the county of Pembroke.

To purchase by compulsion lands, houses, and other property, for the purposes of the said intended railways, and works, and to vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands, houses, and property, so proposed to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways, and works, and to confer other rights and privileges; and also to deviate in the construction of the said proposed railways, from the lines and levels delineated on the plan and sections to be deposited as hereinafter mentioned to such an extent as will be defined on the said plan, and provided by the said intended Act; and to cross, alter, divert, and stop up all highways, turnpike and other roads, railways, tramways, aqueducts, bridges, canals, streams, sewers, telegraph apparatus, gas, and water pipes, with which it may be necessary to interfere, for the purpose of making and maintaining, or for more conveniently making, maintaining, or using, the said intended railways and works, and also, if deemed expedient, to lay down the broad gauge upon the said intended railways, and to levy tolls, rates, and charges, for, and in respect of, the use of the said intended railways and works, and to grant exemptions from such tolls, rates, and charges, and to exercise all other usual and necessary powers.

And it is proposed by the said Act to empower the South Wales Railway Company, by themselves, or others on their behalf, to subscribe and contribute towards the expense of the construction, maintenance, and working of the said intended railways and relative works, and to take, purchase, and hold shares in the Company, to be incorporated as aforesaid, and to vote at meetings of that Company, and to appoint certain of the directors thereof, and to apply any capital or funds, now or hereafter belonging to them, or under the control of their directors, for the purposes of the aforesaid contribution and purchase, or to raise additional capital for those purposes, by the creation and issue of new shares or stock in their own undertaking, with such guarantee or priority of dividend, and other privileges, if any, as may be thought expedient, and by borrowing on mortgage, or bond, and to fund or issue debenture stock, in lieu of the amount so borrowed, or authorized to be borrowed.

And it is also proposed by the said Act to empower the South Wales Railway Company, by themselves or their directors, and for such period, or successive periods, as may be fixed by or under the provisions of the said Act, to maintain and manage the said intended railways, and other works, and to work the traffic thereon, and to fix, collect, and apportion the tolls, rates, and charges to be levied in respect of such traffic, and also, if

thought expedient, to provide for the appointment, by the South Wales Railway Company, and the said proposed Company, or their respective directors, of a joint committee for superintending or directing the construction, maintenance, management, and use of the said proposed railways and other works, and the working of the traffic thereon, and for fixing, collecting, and apportioning the tolls, rates, and charges to be levied in respect of the passage and conveyance of such traffic along the said intended railways, and along the lines belonging to the South Wales Railway Company, or for some of the said purposes, or to regulate and provide for the said matters, or some of them, by the said intended Act, and also to empower the said Companies, or their respective directors, to enter into agreements with each other, in relation to the several matters aforesaid, or some of them, and to confirm any agreements which may have been, or may be, entered into in relation to the said several matters, or any of them.

And, so far as may be necessary for the purposes aforesaid, to alter, amend, extend, and enlarge the provisions of "The South Wales Railway Consolidation Act, 1855," and "The South Wales Railway Act, 1858."

And notice is hereby further given, that plans and sections describing the lines, situation, and levels, of the said intended railways and works, and the lands, houses, and other property, through which the same is intended to be made, or which may be required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers, of such lands, houses, and property, and also a published map, with the intended lines of railway delineated thereon, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection at the office of the Clerk of the Peace for the county of Pembroke, at his office in Haverfordwest, and that a copy of so much of the said plans, sections, and book of reference, as relates to each of the parishes in or through which the said railways and works are proposed to be made, and also a copy of the said Gazette notice will be deposited on or before the 30th day of November instant, 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.

And notice is hereby also given, that copies of the said intended Act will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December next.

Dated this 8th day of November, 1858.

Rees and Davies, Solicitors, Haverfordwest.

R. M. Muggeridge, Parliamentary Agent,
26, Duke-street, Westminster.

Borough of Marylebone Gas Company. (Limited.)
(Incorporation of Company, with Power to Supply Gas to the Borough of Marylebone and neighbourhood.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to incorporate a Company, and to authorise such Company to manufacture and sell Gas and Coke, and also to sell Coals and other substances, in the parishes of Paddington, Saint Marylebone, and Saint Pancras, all in the county of Middlesex; and to construct Gasworks on a certain piece of land belonging to Mr. Killingworth Hedges, and situate, lying, and being in the parish of Greenford, in the county of Mid-

dlesex, and containing by estimation four acres and a-half, or thereabouts, bounded on the north by the road leading from Greenford aforesaid to the Harrow-road; on the south, by the towing path of the Grand Junction Canal; on the east, by a field, the property of Mr. Gardner; and on the west, by chemical works, belonging to and occupied by Mr. George Fowler Perkin.

And it is proposed by the said intended Act to authorise the said Company to purchase, by compulsion or agreement, the said piece or parcel of ground, and also all other lands, houses, buildings, and property, and to break up public and private streets, roads, ways, and places in the several parishes of Greenford, Harrow, Willesden, Hammersmith, Saint Luke's Chelsea, Saint Mary Abbots Kensington, Paddington, Saint Marylebone, and Saint Pancras, all in the said county of Middlesex, or any or either of them respectively, and to lay down and to take up mains and pipes, and to demand and take rates, rents, and charges, and to grant exemption from payment of rates, rents, and charges, and to have, use, and exercise all powers, rights, authorities, and privileges usually conferred upon gas companies, or which would be convenient or useful for enabling the said intended Company to carry out the objects of its incorporation, and to vary or extinguish all existing rights and privileges in any manner connected with the lands, buildings, and properties which may be purchased under the powers of the said Act, or which would prevent or interfere with the carrying into effect any of the objects or purposes of the said intended Act, and to confer other rights and privileges.

And it is proposed by the said intended Act to authorise contracts and agreements between the said intended Company and any company, trustees, commissioners, or other public bodies, officers, or persons, with respect to the lighting of any public streets, roads, ways, or buildings, or which may be otherwise incident to their undertaking, or proper or convenient for carrying the same into execution, and to confirm all or any of such contracts and agreements as may have been entered into by or on behalf of the said Company and other parties aforesaid prior to the passing of the said intended Act.

And it is proposed by the said intended Act to authorise the said intended Company to raise money by borrowing and by the creation of shares or otherwise for the purposes of the Company, and to regulate the capital thereof.

To incorporate with the said intended Act, so far as may be necessary, 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, and to alter or amend the same.

And notice is hereby further given, that on or before the 30th day of November instant, plans of the lands, buildings, or property which may be taken compulsorily under the powers of the said intended Act, together with a book of reference to such plans, containing the names of the owners, lessees, and occupiers thereof, and a copy of this notice as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Middlesex, at his offices at Clerkenwell, in the said county, and with the Parish Clerk of the parish of Greenford aforesaid, at his residence; and that on or before the 23rd day of December next, printed copies of the Bill for effecting the objects aforesaid will be deposited at the Private Bill Office of the House of Commons.

Dated this 15th day of November, 1858.

Charlton and Greenway, 4, Garden-court, Temple, Solicitors for the Bill.

London Bridge and Charing Cross Railway.

(Incorporation of Company; Construction of railway from the South Eastern Railway, near Bermondsey-street, to Hungerford-street, with a branch to join the London and South Western Railway, near the Waterloo Bridge Station; Powers for the South Eastern, the London, Brighton, and South Coast, and the London and South Western Railway Companies, the Southwark Bridge and Charing Cross Bridge Companies, and the Hungerford Market Company, to subscribe, &c.; Working arrangements with the above-named railway companies; Provisions as to transmission, &c., of traffic; Amendment or repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to incorporate a Company, and to confer on such Company powers to make and maintain the railway and branch railway hereinafter described, or one of them, or some part or parts thereof respectively, with all proper and necessary stations, works, approaches, and conveniences connected therewith respectively (that is to say):

A railway, commencing in the parish of St. Olave, Southwark, in the county of Surrey, by a junction with the North Kent and Greenwich lines of the South Eastern Railway, at or near a point thereon where such lines cross Bermondsey-street, crossing the River Thames by means of a bridge to be erected at, or near to, or on the site of, the Charing Cross Bridge, and terminating in the parish of Saint Martin-in-the-Fields, in the city and liberties of Westminster, in the county of Middlesex, at a point in Hungerford-street, 100 feet or thereabouts from the junction of that street with the street called or known by the name of the Strand, otherwise West Strand, which said intended railway, bridge, and 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): Saint Mary Magdalene Bermondsey, Saint John Horsleydown, otherwise Saint John Southwark, Saint Olave Southwark, Saint Thomas Southwark, Saint Saviour Southwark, the liberty of the Clink, Christchurch Southwark, Saint George the Martyr Southwark, the borough of Southwark, Lambeth, otherwise Saint Mary Lambeth, Christchurch Lambeth, Saint John Waterloo, the borough of Lambeth, the liberty or liberties of Marsh and Wall Out Bishops and Princes, and the bed and shore of the River Thames, all in the county of Surrey; and Saint Martin-in-the-Fields, in the city and liberties of Westminster, and the bed and shore of the River Thames, in the county of Middlesex:

Also a branch railway, commencing in the parish of Lambeth, otherwise Saint Mary, Lambeth, in the county of Surrey, by a junction with the said first mentioned intended railway, at or near a house belonging to Thomas Milner Gibson, Esquire, and in the occupation of Richard Brigden, situate in a street called Cornwall-road, being No. 19 in that street, and terminating in the said parish of Lambeth, by a junction with the London and South Western Railway, at or near the eastern end of the station of that railway, called the Waterloo Bridge Station, which said branch railway will be made or situate within the parishes, townships, extra-parochial or other places following, or some or one of them (that is to say): Lambeth, otherwise Saint Mary Lambeth, Saint John Waterloo, the borough of Lambeth, and the liberty or liberties of Marsh and Wall Out Bishops and Princes, all in the said county of Surrey.

And it is also intended by the said Act to confer

upon the said Company all necessary powers for effecting all or any of the purposes following (that is to say):

To acquire, appropriate, alter, and adapt to the objects of the undertaking, the existing Charing Cross Bridge, and either wholly or partially to discontinue its present user by the public as a passenger thoroughfare, in manner to be provided for by the said intended Act, and to make provision for a substituted roadway or roadways or thoroughfares in lieu thereof.

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

To make lateral deviations from the lines of the said proposed railway, branch railway, and works, to the extent and within the limits defined upon the plans hereinafter mentioned, or in manner to be prescribed by and provided for in the said intended Act, and to purchase, by compulsion or otherwise, lands, houses, hereditaments, and other property, rights, and privileges, for the purposes of the intended undertaking, or any part or parts thereof; and to vary or extinguish any rights or privileges connected with such lands, houses, and hereditaments, and other property, or which will in any manner interfere with the objects and purposes of the said intended Act:

To levy tolls, rates, and duties upon, or in respect of, the use of the intended railway, branch railway, and other 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 to confer vary, or extinguish other rights and privileges:

And it is further proposed by the said Act to authorize the South Eastern, the London, Brighton, and South Coast, and the London and South Western Railway Companies, the Southwark Bridge Company, the Charing Cross Bridge Company, and the Hungerford Market Company, or any or either of them, by themselves or others on their behalf, or any other Company or Companies, and any parish, or body or bodies corporate, to subscribe and contribute money towards the expense of the said proposed railway and branch railway and other works, or any or either of them; and to take, purchase, and hold shares in the Company to be incorporated as aforesaid, and to guarantee such dividend, interest, or other payment on any of the shares of that Company as may be agreed on, and for the purposes aforesaid, or any or either of them, to apply any capital or funds now or hereafter belonging to them respectively, or under the control of their respective directors, or to raise additional capital by the creation of new shares or stock in their several undertakings, either with or without guarantee or priority of payment of interest or dividend, and by borrowing on mortgage or bond, or by one or either of those means, and to fund or issue debenture stock in lieu of the amount so borrowed, or authorized to be borrowed, as also to appoint one or more of the directors of the Company so to be incorporated as aforesaid, and to vote at meetings of that Company:

And it is further proposed by the said Act to enable the said intended Company, and the South Eastern, the London, Brighton, and South Coast,

and the London and South Western Railway Companies, or any 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, use, and maintenance by the Company or Companies making such contracts, arrangements, and agreements of the said intended railway, branch railway, and works, or any or either of them, and the regulation, management, interchange, working, and direction of the traffic upon or over the said intended railway, branch railway, and works, or any or either of them, and the railway or railways of the said other Companies or Company, parties or party thereto, or any part or parts thereof, and for the use of the said intended railway, branch railway, and works, or any 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, use, and maintenance, 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 South Eastern, London, Brighton, and South Coast, and London and South Western Railway Companies, or any 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 use and maintenance of the said intended railway, branch railway, and works, or any or either of them, and the application of moneys 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 provision will also be made in the said intended Act for requiring the said South Eastern, London, Brighton, and South Coast, and London and South Western Railway Companies respectively to grant all proper and reasonable facilities for the transmission of, and to transmit upon and along their respective railways, or any part thereof, all traffic which having passed over the said intended railway and branch railway, or either of them, or any part thereof respectively, may be tendered to them respectively for transmission along their own railways, or any part thereof, or which may be tendered to them for transmission along their own railways or any part thereof for the purpose of being afterwards conveyed on and along the said intended railway and branch railway, or either of them, or any part thereof respectively, upon and subject to such rules and regulations, and upon payment of such tolls, rates, and charges as shall in case of disagreement be settled

by arbitration or otherwise, or as may be fixed and determined in and by the said intended Act :

And notice is hereby further given, that on or before the 30th day of November, 1858, maps, plans, and sections showing the direction, lines, and levels of the said intended railway, branch railway, and works, and the lands and houses to be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses ; and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Surrey at his office at Lambeth, in the said county ; and with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, in the said county ; and with the Clerk of the Peace for the city and liberties of Westminster, at his office at the said Sessions House, Clerkenwell ; 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 intended railway, branch railway and works are proposed to be made, together with a copy of this notice published as aforesaid, will be deposited for public inspection, as follows (that is to say) : in the case of parishes, with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

And it is further proposed by the said intended Act, so far as may be necessary for all or any of the purposes thereof, to alter, amend, extend, vary, and enlarge or repeal, all or some of the powers and provisions of the several Acts following, or some of them, viz. :—Local and personal Acts relating to the South Eastern Railway Company, viz. 6 Wm. IV. cap. 75 ; 1 Vic. cap. 93 ; 2 Vic. cap. 42 ; 2 and 3 Vic. cap. 79 ; 3 Vic. cap. 46 ; 5 Vic., sess. 2, cap. 3 ; 6 and 7 Vic., caps. 51, 52, and 62 ; 7 Vic., cap. 25 ; 7 and 8 Vic., caps. 69 and 91 ; 8 and 9 Vic. caps. 167, 186, 197 and 200 ; 9 Vic., caps. 55, 56, and 64 ; 9 and 10 Vic. caps. 305, and 399 ; 10 and 11 Vic. caps. 104, and 230 ; 13 and 14 Vic. cap. 31 ; 15 and 16 Vic. cap. 103 ; 16 and 17 Vic. caps. 116, 121, 130, and 156 ; 18 and 19 Vic. cap. 16 ; and 20 and 21 Vic. cap. 155.

Local and personal Acts relating to the London, Brighton, and South Coast Railway Company, viz. : 5 and 6 Wm. IV. cap. 10 ; 6 and 7 Wm. IV. cap. 121 ; 7 Wm. IV. and 1 Vic. cap. 119 ; 1 and 2 Vic. cap. 20 ; 2 and 3 Vic., cap. 18 ; 3 and 4 Vic., cap. 129 ; 6 and 7 Vic. caps. 27 and 62 ; 7 and 8 Vic. caps. 67, 91, 92, and 97 ; 8 and 9 Vic. caps. 52, 113, 196, 199, and 200 ; 9 and 10 Vic. caps. 54, 63, 64, 68, 69, 83, 234, 281, and 283 ; 10 and 11 Vic. caps. 167, 244, and 276 ; 11 and 12 Vic. cap. 136 ; 16 and 17 Vic. caps. 20, 41, 86, 88, 100, and 180 ; 17 Vic. cap. 59 ; 17 and 18 Vic. caps. 61, 68, 93, and 210 ; 18 and 19 Vic. caps. 114 and 169 ; 19 and 20 Vic. cap. 87 ; 20 and 21 Vic., cap. 143 ; and 21 and 22 Vic., caps. 57, 84, 101, and 104.

Local and personal Acts relating to the London and South Western Railway Company, viz. : 4 and 5 Wm. IV. cap. 88 ; 1 Vic. cap. 71 ; 1 and 2 Vic. cap. 27 ; 2 and 3 Vic. cap. 28 ; 4 and 5 Vic. caps. 1 and 39 ; 7 and 8 Vic. caps. 5, 63, and 86 ; 8 and 9 Vic. caps. 86, 88, 93, 107, 121, 165, 185, and 199 ; 9 and 10 Vic. caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391 ; 10 and 11 Vic. caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297 ; 11 and 12 Vic., caps. 75, 85, 87, 89, 125, and 157 ; 51 Geo. III. cap. 196 ; 12 and

13 Vic. caps. 33 and 34; 13 and 14 Vic., cap. 24; 14 and 15 Vic. cap. 88; 16 and 17 Vic. cap. 164; 18 and 19 Vic. cap. 188; 19 and 20 Vic. cap. 120; 20 and 21 Vic. cap. 136; and 21 and 22 Vic. caps. 58, 67, 89, and 101.

Local and personal Acts relating to the Charing Cross Bridge Company, viz. 6 and 7 Wm. IV. cap. 133; 6 Vic. cap. 19; 8 and 9 Vic. cap. 62; 12 and 13 Vic. cap. 51; and 14 and 15 Vic. cap. 144.

Local and personal Acts relating to the Hungerford Market Company, viz. 11 Geo. IV. and 1 Wm. IV. cap. 70; and 6 and 7 Wm. IV. cap. 68.

Local and personal Acts relating to the Southwark Bridge Company, viz. 51 Geo. III. cap. 166; 53 Geo. III. cap. 87; 56 Geo. III. cap. 11; 58 Geo. III. cap. 68; 1 Geo. IV. cap. 49; 4 Geo. IV. cap. 96; and 5 Geo. IV. cap. 155.

Local and personal Act, 20 and 21 Vic. cap. 115.

And also the Acts 18 and 19 Vic. cap. 120; 19 and 20 Vic. cap. 112; and 21 and 22 Vic. cap. 104.

And notice is hereby further given, that on or before the 23rd day of December, 1858, printed copies of the said intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this twelfth day of November, 1858.

H. and W. Toogood,
16, Parliament Street, London.

Lancaster and Carlisle Railway.

(Construction of New Railways from Hest Bank to Morecambe and Pier, Deviation Line, and abandonment of portion of Main Line near Carlisle, and alteration of Road, use of North Western Railway and Docks, Pier, and Harbour at Morecambe; power to enter into agreements with the North Western Railway Companies; further powers in relation to the Lancaster and Preston Junction and Kendal and Windermere Companies; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act for all or some of the powers following, that is to say: To empower the Lancaster and Carlisle Railway Company (hereinafter called the Company) to make and maintain the railways and pier hereinafter mentioned, or some or one of them, with all proper stations, approaches, works, and conveniences connected therewith respectively, all in the county of Lancaster, that is to say:

A railway to commence by a junction with the Lancaster and Carlisle railway, about half a mile to the south of the Hest Bank station, and to terminate in a field belonging to Richard Bartou Robinson, clerk, and Margaret, his wife, and their trustees, and occupied by James Page, in the township of Poulton, otherwise Poulton-le-Sands, otherwise Poulton Bare and Torrisholme, about 50 yards westward of Bare-land, and to pass from, in, through, or into the several parishes, townships, and extra-parochial or other places of Slyne with Hest, Bolton-le-Sands, Skerton, Lancaster, Torrisholme, Bare, Poulton, Poulton-le-Sands, Poulton Bare and Torrisholme, or some of them.

A railway to commence by a junction with the last mentioned intended railway, at the south-western termination thereof, and to terminate by a junction with the North Western Railway at Poulton, a short distance westward of the milepost on that railway, in Poulton aforesaid, indicating three miles from Lancaster, to pass from, in, through, or into the several parishes, townships, and extra-parochial places of Torrisholme, Bare, Poulton, Poulton-le-

Sands, Poulton Bare and Torrisholme, Skerton, and Lancaster, or some of them.

A railway to commence by a junction with the first-mentioned intended railway at the south-western termination thereof, and to terminate on the shore of Morecambe Bay, near to the house commonly known as Victoria-terrace, or the Herring-house, in Poulton, and to pass from, in, through, or into the several parishes, townships, and extra-parochial places of Bare, Poulton, Poulton-le-Sands, Poulton Bare and Torrisholme, and Lancaster, or some of them.

A pier or jetty, with railways and tramways thereon, extending from the terminus of the last-mentioned intended railway in a north-westerly direction into the Bay of Morecambe for a length of about 450 yards, which said pier or jetty and works will be situate in the parish, township, and extra-parochial, or other places of Poulton, Poulton-le-Sands, Poulton Bare and Torrisholme, Shore or Foreshore of Morecambe Bay, and Lancaster, or some of them.

And also to enable the Company to make a deviation in their existing railway, commencing by a junction with such railway in the parish of St. Cuthbert, Carlisle, near to the post on the said railway denoting 69½ miles from the junction of the Lancaster and Carlisle Railway with the Lancaster and Preston Junction Railway, near Lancaster, and terminating by a junction with the Lancaster and Carlisle Railway, about 10 chains to the south of the junction of the Maryport and Carlisle Railway with that railway in the township of Botchardgate, otherwise Botchergate, and parish of St. Cuthbert Carlisle, within the Citadel Station, in Carlisle, and passing from, in, through, or into the several parishes, townships, and extra parochial places of Low Blackhall, High Blackhall, Low Blackwell, High Blackwell, Blackhall, Blackwell, Upperby, Botchardgate, otherwise Botchergate, Harraby, St. Cuthbert Carlisle, St. Cuthbert Without Carlisle, St. Cuthbert Within Carlisle, all in the county of Cumberland, and to discontinue as a public railway so much of their existing line of railway in the said township of Bochartgate, otherwise Bochergate, and parish of St. Cuthbert Carlisle, as lies between the proposed points of junction of the said intended deviation line of railway with the said Lancaster and Carlisle Railway, or some part thereof. Also to alter the line and levels of so much of the public highway leading from Carlisle to Upperby and Blackwell, as lies between the point where the Newcastle and Carlisle Railway crosses the said highway on the level, in the township of Botchardgate, otherwise Botchergate, and parish of St. Cuthbert Carlisle, and a point on the said highway, about 200 yards to the westward of the said Newcastle and Carlisle Railway, in the said township and parish, for the purpose of carrying the said road, by means of a bridge, over the proposed railway of the Company, which said alteration of road will be in the several parishes, townships and places of Upperby, Botchardgate, otherwise Botchergate, St. Cuthbert Carlisle, St. Cuthbert Without Carlisle, or some of them, all in the said county of Cumberland.

And it is also intended by such Act to take powers to stop up, alter, or divert, whether temporarily or permanently, all turnpike and other roads and highways, railways, tramways, aqueducts, canals, streams, rivers, sewers, mains, and pipes which it may be necessary to stop up, alter, or divert, for the purpose of the construction of the said intended railways, pier, or jetty and works, or any of them.

And to take powers for purchasing or taking lands and buildings by compulsion or agreement for the purposes of the said intended Act, and to alter,

vary, or extinguish all existing rights and privileges connected with the said lands and buildings which would in any manner impede or interfere with the purposes of the said intended Act; and to enable the Company to levy tolls, rates, and duties for, or in respect of, the said railways, pier, jetty and works respectively, and for granting exemptions from the payment of tolls, rates and duties.

And it is also intended by such Act to empower the Company to apply their corporate funds to all or any of the purposes thereof, and to raise additional capital for the same 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 payment of interest or dividend or with or without other special rights and privileges.

And it is also intended by such Act to empower the Lancaster and Preston Junction Railway Company to apply their corporate funds in payment of their contribution towards the several new works contemplated by the said intended Act, and to raise a further sum of money 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 payment of interest or dividend, or with or without other special rights or privileges. And also to regulate their capital and to convert their existing shares or any part thereof, and whether fully paid up or otherwise, into consolidated stock.

And it is intended by such Act to empower the Company to run over, or use with their own engines carriages and waggons, so much of the North Western Railway as lies between the proposed junction of the railway hereinbefore secondly mentioned with the North Western Railway in Poulton aforesaid, and the terminus of the North Western Railway at Morecambe Harbour, and the stations, watering places, works, and conveniences connected therewith, and also to use the docks, harbour, piers, jetties, landing and shipping places at Morecambe Harbour aforesaid, belonging to the North Western Railway Company, and the railways, tramways, and conveniences in connection therewith, such user of the said portions of the undertaking of the North Western Railway Company to be upon such terms and conditions, and upon payment of such tolls, rates, charges, or other consideration as may be mutually agreed upon between the parties respectively, or as, failing such agreement, may be fixed and determined in and by or under the provisions of the said intended Act, and, if need be, to alter the tolls, rates, and charges, now leviable in respect of the said North Western Railway.

And it is also proposed, by the intended Act, to enable the Company to acquire or purchase by agreement lands or houses at or near the station of their railway at Lancaster, in the township and parish and county of Lancaster, for the purpose of providing refreshment rooms or hotel, and other accommodations there, and to erect on any land so acquired or purchased, or on any other lands belonging to them adjoining or near the said station, an hotel, with proper refreshment rooms and other conveniences connected therewith.

And it is further proposed, by the intended Act, 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 on, or as may be fixed, ascertained, and determined in, or by, or under the provisions of the intended Act of the Lancaster and Preston Junction Railway Company with the Lancaster and Carlisle Railway Company, and for the union and consolidation into one undertaking of the several undertakings of the said two Companies; so that all the under-

taking, property, estate and effects, rights, powers, privileges, of what nature or kind soever, and whether with reference to the levying of tolls, rates, and duties, or otherwise vested in, and belonging to, and exercised and enjoyed by the said two Companies, severally or jointly, at the time of such amalgamation, may be vested in, and belong to, and be exercised and enjoyed by the Lancaster and Carlisle Railway Company. And it is also proposed by the intended Act to provide for the dissolution of the Lancaster and Preston Junction Railway Company.

And for an alteration in the number and mode of appointment of the directors of the Lancaster and Carlisle Railway Company.

And it is also proposed by the intended Act to extend and enlarge the powers and provisions of the "Kendal and Windermere Act, 1845," with reference to leasing the Kendal and Windermere Railway to the Lancaster and Carlisle Railway Company, and to grant further and more effectual powers for that purpose; and also to provide for the appointment of one of the directors of the Kendal and Windermere Railway Company to be a director of the Lancaster and Carlisle Railway Company in addition to the other directors of that Company.

And it is further proposed by the intended Act 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 on, or as may be fixed, ascertained and determined in, by, or under the provisions of the intended Act of the Kendal and Windermere Railway Company with the Lancaster and Carlisle Railway Company; and for the union and consolidation into one undertaking of the several undertakings of the said two Companies, so that all the undertaking, property, estate, and effects, rights, powers, and privileges, of what nature or kind soever, and whether with reference to the levying of tolls, rates, and duties, or otherwise, vested in and belonging to, and exercised and enjoyed by the said two Companies, severally or jointly, at the time of such amalgamation, may be vested in and belong to and be exercised and enjoyed by the Lancaster and Carlisle Railway Company. And it is also proposed by the intended Act to provide for the dissolution of the Kendal and Windermere Railway Company.

And for carrying into effect all or any of the above objects, 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 provisions of the several local and personal Acts relating to the Lancaster and Carlisle Railway Company, that is to say,—7 Vic. cap. 37, 8 and 9 Vic. cap. 83, 9 and 10 Vic. cap. 257, 20 and 21 Vic. cap. 161, and 21 and 22 Vic. cap. 128; the several local and personal Acts relating to the Lancaster and Preston Junction Railway Company, that is to say,—7 Will. IV. and 1 Vic. cap. 22, 3 and 4 Vic. cap. 4, 6 and 7 Vic. cap. 4, and 12 and 13 Vic. cap. 87; and of the several local and personal Acts following, or some of them, relating to the North Western Railway Company, that is to say,—9 and 10 Vic. cap. 92, 9 and 10 Vic. cap. 184, 11 and 12 Vic. cap. 22, 12 Vic. cap. 19, 15 and 16 Vic. cap. 135, and 20 and 21 Vic. cap. 134.

And notice is hereby further given, that a published map and 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, on or before the thirtieth day of November, 1858, be deposited with the Clerk of the Peace for the county of Lancaster, at his office at Preston, and with the Clerk of the

Peace for the county of Cumberland, at his office at Carlisle, and that copies of so much of the said plans, sections, and books of reference as relate to the several parishes and extra-parochial places in or through which the said works are proposed to be made, together with a copy of this notice, as published in the London Gazette, will be deposited, on or before the thirtieth day of November next, as follows, viz.—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 Act will be deposited in the Private Bill Office of the House of Commons on or before the twenty-third day of December in the present year.

Dated this eighth day of November, 1858.

Swift and Wagstaff, 32, Great George Street, Westminster.

Liverpool Stations Junction Railway.

[Construction of Railway from the joint line of the Lancashire and Yorkshire and East Lancashire Railway Companies at Walton-on-the-Hill to the St. Helen's Railway, near Garston, with branches to the London and North-western Railway. Powers of construction, &c., to a Company to be incorporated, or to the Lancashire and Yorkshire, the East Lancashire, the London and North-western, the Warrington and Stockport, the Manchester, South Junction, and Altrincham, the Manchester, Sheffield, and Lincolnshire, and the Great Northern Railway Companies, and the St. Helen's Canal and Railway Company, and to raise money for that purpose; Powers to use the railways, &c., of those Companies; Powers to the intended Company, and the said Companies to make working agreements, &c.; Powers to the said Companies to subscribe capital, &c., to take shares in the undertaking, and to guarantee interest, dividends, &c.; Facility clauses as to traffic on the lines of the said Companies; Amendment of Acts.]

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act for making and maintaining the railway, branch railways, and works following, or some or one of them, or some part or parts thereof respectively, with all proper and necessary stations, approaches, works, and conveniences connected therewith respectively, that is to say:

A railway commencing in the township of Walton-on-the-Hill, in the parish of Walton-on-the-Hill, in the county palatine of Lancaster, by a junction with that part of the railway formerly called or known by the name of the Liverpool and Bury Railway, and now belonging jointly to the Lancashire and Yorkshire and East Lancashire Railway Companies, at a point on such last-mentioned railway four chains or thereabouts from the north-eastern entrance to the tunnel on such railway called or known by the name of the Walton Tunnel, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial places of Walton-on-the-Hill, Fazakerley, West Derby, Toxteth-park, Childwall, Wavertree, Garston, and Allerton, or some or one of them, all in the county palatine of Lancaster, and terminating in the township of Allerton, in the parish of Childwall, in the said county palatine of Lancaster, by a junction with the line of the Garston extension of the St. Helen's Railway, at or near a

point thereon where that line of railway crosses the stream or brook forming the boundary between the townships of Allerton and Speke, and being distant one mile and twelve chains, or thereabouts, eastward from the passenger station of the said St. Helen's Railway at Garston.

A branch railway commencing in the township of Wavertree, in the parish of Childwall, in the said county palatine of Lancaster, by a junction with the said first-mentioned intended railway at or near a point in a pasture field belonging to the representatives of the late Joseph Binns, deceased, and occupied by Thomas Rodick, which field abuts on the northern end of a lane or road called or known by the name of Picko-lane, and is distant four chains or thereabouts, in a southern direction, from a certain road or highway called Edge-lane, and terminating in the said township of Wavertree, in the said parish of Childwall, by a junction with the London and North-western Railway, at a point thereon, distant nineteen chains or thereabouts, measured in an easterly direction along the line of the said railway from the bridge carrying a certain road, called Wavertree-road, over the said London and North-western Railway, at Edge-hill; which said intended branch railway will be wholly made or situate within the said township of Wavertree, in the parish of Childwall, in the county palatine of Lancaster.

Also a branch railway commencing in the township of Wavertree, in the parish of Childwall, in the county palatine of Lancaster, by a junction with the said first-mentioned intended railway at a point adjoining to the northern side of a certain road or highway called the Wavertree-road, and distant three chains or thereabouts measured in an easterly direction along such road or highway from the corner of Picton-street, Wavertree-road, and terminating in the said township of Wavertree, in the parish of Childwall, by a junction with the London and North-western Railway, at a point thereon, distant two chains or thereabouts measured in an easterly direction along the line of the said railway from the bridge carrying a certain road called Wavertree-road over the said London and North-western Railway, at Edge-hill, which said last-mentioned intended branch railway will be wholly made or situate within the said township of Wavertree, in the parish of Childwall, in the county palatine of Lancaster.

And it is also proposed by the said intended Act to apply for all or some of the powers following; that is to say:

To stop up, alter, divert, cross, or break up, or otherwise interfere with, either temporarily or permanently, any turnpike or other roads, highways, footpaths, ways, streets, railways, tramways, canals, aqueducts, streams, rivers, bridges, sewers, pipes, drains, and water courses within the before-mentioned parishes, townships, and extra-parochial places, or any of them, which it may be necessary or desirable to stop up, alter, divert, cross, or break up, or otherwise interfere with for any of the purposes of the intended Act.

To make lateral deviations from the lines of the intended railway and branch railways to the extent and within the limits defined upon the plans hereinafter mentioned, and to purchase, by compulsion or otherwise, lands, houses, hereditaments, and other property, rights, and privileges for the purposes of the intended undertaking, and to vary or extinguish any rights or privileges connected with such lands, houses, and hereditaments, and other property, or which will in any manner interfere with the objects and purposes of the said intended Act.

To levy and receive tolls, rates, and duties upon or in respect of the use of the intended railway

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, rents, and duties, and to confer, vary, or extinguish other rights and privileges.

And it is also proposed by the said intended Act to incorporate a Company for the purpose of making and maintaining the said railway and branch railways, or some or one of them, or some part or parts thereof respectively, or to empower the Lancashire and Yorkshire, the East Lancashire the London and North-western, the Warrington and Stockport, the Manchester, South Junction, and Altrincham, the Manchester, Sheffield, and Lincolnshire, and the Great Northern Railway Companies, and the St. Helen's Canal and Railway Company, or some or one of them, and either separately or jointly, to make and maintain the said railway and branch railways, or some or one of them, or some part or parts thereof respectively, and to delegate to such Companies, or any or either of them, and either jointly or separately, the execution of all or any of the powers of the said intended Act; and to authorise such Companies, or any or either of them, and either jointly or separately, to apply any capital or funds now or hereafter belonging to them, or under the control of their respective directors, to all or any of the purposes of the said intended Act, and also to authorise such Companies or any or either of them, and either jointly or separately for the purposes of the said intended Act, or any or either of them, to raise money and to increase their respective capitals, either by borrowing on mortgage or bond, or by the creation of new or additional shares or stock, or by both or either of such means, and on such terms and conditions and in such manner as Parliament shall authorise or direct.

And it is also proposed by the said intended Act to empower the Company so to be incorporated as aforesaid, and their assigns, or the said last-mentioned Companies, or any or either of them (on whom powers may be conferred for the execution of all or any of the powers of the said intended Act), and all persons and corporations lawfully using the said intended railway and branch railways, or any or either of them, to run and pass over, work, and use with their engines, carriages, and rolling stock of all kinds, and for the purposes of their traffic of every description, the several railways, stations, works, and conveniences, or some of them, now or hereafter belonging jointly or severally to or under the joint or several management or regulation of the Lancashire and Yorkshire, the East Lancashire, the London and North-western, the Warrington and Stockport, the Manchester, South Junction, and Altrincham, the Manchester, Sheffield, and Lincolnshire, and the Great Northern Railway Companies, and the St. Helen's Canal and Railway Company, or any or either of them, upon such terms and conditions, and upon payment of such tolls as may from time to time be agreed upon, or as may be provided for by the said intended Act, and to alter and limit the tolls, rates, and duties authorised to be levied and received under the several Acts hereinafter mentioned, or some of them, so far as the same would be liable in respect of such last-mentioned engines, carriages, and rolling stock passing on and along, or using such several railway stations, works, and conveniences, or any or either of them, or any part or parts thereof, respectively.

And it is also proposed by the said intended Act to authorise the said intended Company, and the said Lancashire and Yorkshire, the East Lan-

cashire, the London and North-western, the Manchester, South Junction, and Altrincham; the Warrington and Stockport, the Manchester, Sheffield, and Lincolnshire, and the Great Northern Railway Companies, and the St. Helen's Canal and Railway Company, or some or one of them, to make and enter into contracts, agreements, and arrangements for or with reference to the construction, maintenance, working, management, and use by the Company or Companies making such contracts, agreements, and arrangements of the said intended railway, branch railways, and works, or any or either of them, and the regulations, management, interchange, working, and direction of the traffic upon or over the said intended railway, branch railways, and works, or any or either of them, and the railway or railways of the said other Companies or Company, parties or party thereto or any part or parts thereof, and for the use on the said intended railway, branch railways, and works, or any or either of them, of the engines, carriages, trucks, and waggon of the said Companies or Company who may be parties or party to any such contracts, agreements, or arrangements, 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, agreements, or arrangements of the tolls, rates, and charges received in respect of such traffic, and of the costs and expenses of such construction, maintenance, working management, and use, and either entirely or subject to such deductions or abatements, and after and subject to such applications and appropriations of any part 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 several last-mentioned Companies, or any or either of them, 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 use and maintenance of the said intended railway, branch railways, and works, or any or either of them, and the application of moneys 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, or agreements, or the objects of the said intended Act.

And it is also proposed by the said intended Act to authorise the said Companies lastly herebefore mentioned or referred to, or any or either of them, by themselves or others on their behalf, and either jointly or separately, to subscribe and contribute money towards the construction and maintenance of the said proposed railway, branch railways, and other works, or any or either of them, and to take, purchase, and hold shares in the Company to be incorporated as aforesaid, and to guarantee such dividend, interest, or other payment on any of the shares of that Company as may be agreed on, and for the purposes aforesaid, or any or either of them, to apply any capital or funds now or hereafter belonging to them respectively or under the control of their respective directors, or to raise additional capital by the creation of new shares or stock in their several undertakings, either with or without gua-

rantee or priority of payment of interest or dividend, and by borrowing on mortgage or bond, or by one or other of those means, and to fund or issue debenture stock in lieu of the amount so borrowed or authorised to be borrowed, as also to appoint one or more of the directors of the Company so to be incorporated as aforesaid, and to vote at meetings of that Company.

And provision will be made in the said intended Act for requiring the said Companies lastly hereinbefore mentioned or referred to, or any or either of them, to grant all proper and reasonable facilities for the transmission of and to transmit upon and along their respective railways, or any part thereof, all traffic which having passed over the said intended railway and branch railways, or either of them, or any part thereof respectively, may be tendered to them respectively for transmission along their own railways or any part thereof, or which may be tendered to them for transmission along their own railways or any part thereof for the purpose of being afterwards conveyed on and along the said intended railway and branch railways, or either of them, or any part thereof respectively, upon and subject to such rules and regulations, and upon payment of such tolls, rates, and charges as shall in case of disagreement be settled by arbitration, or otherwise, or as may be fixed and determined in and by the said intended Act.

And notice is hereby further given, that on or before the thirtieth day of November, 1858, maps, plans, and sections, shewing the direction, lines, and levels of the said intended railway, branch railways, and works, and of the lands and houses to be taken, or which may be taken for the purposes thereof, together with a book of reference to such plans containing the names of the owners, or reputed owners, lessees, or reputed lessees and occupiers of such lands and houses, and a copy of this notice, as published in the London Gazette will be deposited for public inspection with the Clerk of the Peace for the county palatine of Lancaster, at his office in 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 each parish and extra-parochial place in or through which the said railway, branch railways, and works will be made or pass, together, with a copy of this notice as published as aforesaid, will be deposited for public inspection as follows—that is to say, in the case of parishes, with the parish clerk of each such parish at his residence, and in the case of the extra-parochial place of Toxteth-park, with the parish clerk of the parish of Childwall, being a parish immediately adjoining thereto, and with the clerk of St. Michael's Church, in Toxteth-park aforesaid, at the respective residences of the said clerks.

And it is further proposed by the said intended Act so far as may be necessary for all or any of the purposes thereof to alter, amend, extend, vary, and enlarge or repeal, all or some of the powers and provisions of the several Acts following, or some of them, viz. :—

Local and personal Acts relating to the Lancashire and Yorkshire Railway Company, viz., 1 and 2 Will. IV, cap. 60; 2 Will. IV, cap. 69; 5 Will. IV, cap. 30; 6 and 7 Will. IV, cap. 111; 7 Will. IV, cap. 24; 1 Vic., cap. 25; 2 and 3 Vic., cap. 55; 4 Vic., cap. 25; 7 Vic., cap. 16; 7 and 8 Vic., cap. 82; 8 and 9 Vic., caps. 39, 54, 109, 166, 171, and 172; 9 and 10 Vic., caps. 185, 212, 231, 271, 277, 282, 306, 312, 354, 378, and 390; 10 and 11 Vic., caps. 103, 105, 163, 166, and 221; 11 and

12 Vic., caps. 71 and 115; 12 and 13 Vic., caps. 50 and 74; 13 and 14 Vic., caps. 83, 89, 95, and 99; 14 and 15 Vic., cap. 46; 15 Vic., cap. 96; 15 and 16 Vic., cap. 132; 16 and 17 Vic., cap. 211; 17 Vic., caps. 58 and 59; 17 and 18 Vic., cap. 117; and 21 and 22 Vic., caps. 106 and 143.

Local and personal Acts, relating to the East Lancashire Railway Company, viz., 7 Vic., cap. 34; 7 and 8 Vic., cap. 60; 8 and 9 Vic., caps. 35, 101, and 103; 9 and 10 Vic., caps. 266, 276, 302, and 381; 10 and 11 Vic., caps. 240, 288, and 289; 12 and 13 Vic., cap. 71; 13 and 14 Vic., caps. 95 and 99; 14 and 15 Vic., cap. 56; 16 and 17 Vic., caps. 163 and 211; 17 and 18 Vic., cap. 117; and 21 and 22 Vic., caps. 106 and 143.

Local and personal Acts relating to the London and North-western Railway Company, viz., 2 and 3 Vic., cap. 69; 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, 184, 192, 193, 204, 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, 131, 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; 16 and 17 Vic., caps. 87, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vic., caps. 201 and 204; 18 and 19 Vic., caps. 172 and 194; 19 and 20 Vic., caps. 52, 60, and 123; 20 and 21 Vic., caps. 64, 98, and 108; and 21, and 22 Vic., caps. 130 and 131.

Local and personal Acts relating to the St. Helen's Canal and Railway Company, viz., 8 and 9 Vic., cap. 117; 9 and 10 Vic., cap. 183; 10 and 11 Vic., cap. 271; 16 and 17 Vic., cap. 134; and 20 and 21 Vic., cap. 16.

Local and personal Acts relating to the Warrington and Stockport Railway Company, viz., 14 and 15 Vic., cap. 71; 16 and 17 Vic., caps. 122 and 218; and 21 and 22 Vic., cap. 150.

Local and personal Acts relating to the Manchester, South Junction, and Altrincham Railway Company, viz., 8 and 9 Vic., cap. 111; 10 and 11 Vic., cap. 73; 12 Vic., cap. 58; and 21 and 22 Vic., cap. 136.

Local and personal Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company, viz., 12 and 13 Vic., cap. 81; 13 and 14 Vic., cap. 94; 14 and 15 Vic., cap. 114; 15 and 16 Vic., caps. 83 and 144; 16 and 17 Vic., caps. 52 and 145; 18 and 19 Vic., caps. 91 and 129; and 21 and 22 Vic., caps. 75 and 113.

Local and personal Acts relating to the Great Northern Railway Company, viz., 9 and 10 Vic., cap. 71; 10 and 11 Vic., cap. 148; 11 and 12 Vic., cap. 114; 14 and 15 Vic., cap. 45; 16 and 17 Vic., cap. 60; 18 and 19 Vic., cap. 124; 20 and 21 Vic., cap. 138; and 21 and 22 Vic., cap. 113; and the following Act relating to the Oldham, Ashton-under-Lyne, and Guide-bridge Junction Railway Company, namely, 20 and 21 Vic., cap. 137.

And notice is hereby further given that on or before the twenty-third 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 thirteenth day of November, 1858.

H. and W. Toogood,
16, Parliament-street, Westminster.

Isle of Wight Railway.

(Incorporation of Company for construction of Railways from Cowes, Ryde, and Newport, to Sandown, Shanklin, and Ventnor, and for the erection of a Pier and Wharf at West Cowes, for the taking of tolls and duties, and exemption from existing tolls and duties, amendment and repeal of Acts, and for other purposes.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act for making and maintaining the following railway and railways or some of them, with all proper stations, works, and conveniences connected therewith, that is to say:—

1. A railway commencing at or near the northern end of Cross Street, in the town of West Cowes, in the parish of Northwood, in the Isle of Wight, in the county of Southampton, and passing thence in, through or into the several parishes, townships, extra-parochial and other places, following, or some of them (that is to say), West Cowes, Northwood, St. Nicholas, Carisbrooke, the borough of Newport, Newport, and Whippingham, in the Isle of Wight, and all in the county of Southampton, and terminating in a certain field situate in the last-mentioned parish known as King's Field, in the occupation of David Saunders.

2. A railway commencing by a junction with the last-mentioned railway in King's Field aforesaid, and passing thence in, through, or into the several parishes, townships, and places following, or some of them, that is to say, Whippingham, Arreton, Newchurch, and St. Helen's, in the Isle of Wight, in the said county of Southampton, and terminating at the Strand Tavern, on the east side of Monkton Street, and at the east end of East Street, in the town of Ryde, in the parish of Newchurch, in the county of Southampton.

3. And also a railway commencing by a junction with the firstly mentioned railway, on the eastern side thereof, at Shamblers Coppice, the property of William George Ward, Esquire, and in the occupation of Thomas Wheeler, and extending to or beyond low water mark in the River Medina, and terminating at a point to be marked A on the plan to be deposited with the Clerk of the Peace as hereafter mentioned, and also to make a pier quay or landing-place in connection with the said branch railway; all of which branch railway, pier, quay, or landing-place, will be within the parish of Northwood, in the Isle of Wight aforesaid.

4. Also a railway commencing by a junction with the secondly mentioned intended railway in or near a certain field in the parish of Newchurch, the property of and in the occupation of George Young, Esquire, numbered 100 in the parish of Newchurch, on the plan to be deposited, as hereinafter mentioned, and thence passing from, through, or into the parishes, townships, and extra-parochial places following, or some of them, that is to say, Newchurch, Brading, Alverstone, Sandown, Lake, Shanklin, Apse, Wroxall, Godshill, and Ventnor, and terminating in or near a certain field, the property of William George Lyle, Esquire, in the occupation of Henry Hills, in the parish of Newchurch, and numbered 204 in the parish of Newchurch on the said plan to be deposited as hereinafter mentioned.

5. Also a railway commencing by a junction with the fourthly mentioned intended railway in or near a certain field, the property of John Bonham Carter, Esquire, and others, and in the occupation of William Jacobs, in the parish of Newchurch, and numbered 108A in the parish of Newchurch on the plan to be deposited as hereinafter mentioned, and terminating by a junction with the secondly mentioned intended railway in or near a

certain field, the property of and in the occupation of the said George Young, in the parish of Newchurch, and numbered 104 in the said parish of Newchurch on the plan to be deposited as aforesaid, all of which branch railway is within the parish of Newchurch aforesaid.

6. Also a branch railway commencing by a junction with the fourthly mentioned intended railway, at or near a certain field the property of the said William George Lyle, and in the occupation of Henry Hills, in the parish of Newchurch aforesaid, and to be numbered 201 in the said parish on the plan to be deposited as aforesaid, and thence passing from, through, or into the parishes and townships, or some of them, of Godshill, Ventnor, and Newchurch, and terminating at or near a certain piece of land in the town of Ventnor and parish of Newchurch, known as The Quarries, and numbered 210 in the parish of Newchurch on the plan to be deposited as aforesaid.

7. Also a tramway commencing by a junction with the secondly mentioned intended railway, at or near the Strand Tavern aforesaid, in the said town of Ryde, and terminating near the toll-house of the Ryde Pier, all of which tramway will be wholly in the town of Ryde and parish of Newchurch aforesaid.

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, waters, water-courses, and bridges 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, branch railway, tramway, and works, or any of them.

And by the said intended Act it is proposed to empower the Company thereby to be incorporated to levy and take from all persons using the said piers and wharfs to be constructed in the River Medina and in Cowes Harbour aforesaid, otherwise than in passing to and from the said railway, the several tolls and duties to be specified in the said intended Act.

And by the said intended Act it is proposed to exempt from the payment of the toll or duty imposed by the "River Medina Navigation Act, 1852," on all coal brought into the borough of Newport, any coal which may be carried upon the said intended railway within the boundaries of the said borough of Newport, but not deposited or delivered in or carried into the said borough. And as far as may be necessary for the purpose of such exemptions, it is proposed to amend or repeal the "River Medina Navigation Act, 1852," and to make other provisions in lieu thereof.

And notice is hereby further given, that on or before the thirtieth day of November, 1858, duplicate plans and sections of the said railways, piers, and works, together with books of reference thereto, and also a published map with the lines of railway delineated thereon, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Southampton, at his office at Winchester, in the said county, and also with the Clerk of the Peace for the county of the Isle of Wight, at his office at Newport aforesaid.

And notice is hereby further given, that it is intended by the said Act to incorporate a Company for the purpose of constructing and carrying into effect the proposed railways and works, or some parts thereof, and to apply for powers for the compulsory purchase of lands and houses, and to vary or extinguish all existing rights and privileges in any manner connected with the lands and houses

proposed to be taken for the purposes aforesaid, and also to levy tolls, rates, and duties upon or in respect of the said railways and works, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges. And notice is hereby further given, that printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the twenty-third day of December in the present year.

Dated this first day of November, 1858.

Hearn and Mew, Newport, Solicitors.
R. H. Wyatt, 28, Parliament Street, Westminster, Parliamentary Agent.

Isle of Wight Ferry Company.

(Extension of time for completion of authorised works; new works; increase of capital; power to purchase or lease the Property and rights of, or to amalgamate with the Stokes Bay Railway and Pier Company, and the Ryde Pier Company, and to enter into agreements with such Companies; arrangements with the Ryde Commissioners, and the London and South Western Railway Company; Sale or lease of the Property of the Isle of Wight Ferry Company; Amendment of Acts; and for other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to introduce a Bill and to pass an Act containing the following, or some of the following powers, that is to say:—

I. To enable the Isle of Wight Ferry Company (hereinafter called the said Company), to purchase by compulsion or agreement, or to take on lease the property, rights and interests of, and to make arrangements with the following Companies, or one of them, that is to say:—The Stokes Bay Railway and Pier Company, and the Ryde Pier Company, and to empower such last-mentioned Companies, or either of them, to sell or lease their properties, rights, and interests, and to make arrangements with the said Company, or to empower the said Company to sell or lease all their property, rights, powers, and interests to the Stokes Bay Railway and Pier Company, the London and South Western Railway Company, and the Ryde Pier Company, or some or one of them; and to enable such last-mentioned Companies, or some or one of them, to purchase or take on lease such property, rights, powers, and interests, and for that purpose to raise the necessary monies by the creation of shares (with or without any preference attached thereto) or by mortgage, or in such other manner as Parliament shall determine.

II. To improve the approaches to the quay or landing place of the Isle of Wight Ferry Company at Ryde, in the said Isle of Wight, and to the Ryde Pier, by extending the present Esplanade, at Ryde, aforesaid, along the sea shore in a westerly direction, and which said last-mentioned works will commence on the west, at or near the extremities of the new quay of the said Isle of Wight Ferry Company, and will terminate at or near a footpath or road from St. Thomas' Street to the shore called Barkham's Slipway, and will commence on the east, at or near the eastern extremity of the new quay of the Isle of Wight Ferry Company, and will terminate at or near the East Slipway of the Ryde Commissioners, all which approaches and works will be situate wholly in the parish of Newchurch, and town of Ryde, and will be more particularly defined upon the plans hereinafter mentioned, and also to take and enclose so much of the sea-shore as may be necessary for the

construction of the said Esplanade and the works and approaches connected therewith.

III. To empower the said Company to raise additional capital by mortgage, or by the creation of new shares, with or without any preference in payment of dividends or other special privileges or advantages.

IV. To authorise and empower the Ryde Commissioners to raise money under the powers of "The Ryde Improvement Act, 1854," and to contribute towards the extension of the said Esplanade, or to construct the same upon such terms as may be arranged between the said commissioners and the said Company, and to empower the said commissioners to purchase, and the said Isle of Wight Ferry Company to sell, the whole or any part of the property rights and interests of the said Company.

V. To authorise the compulsory purchase of lands and houses for the objects and purposes of the said Bill, and the purchase and lease of lands by agreement, and to confirm any agreement made or to be made between the said Company and any or either of the before-mentioned Companies, commissioners and persons, and to extinguish all rights and privileges connected with any of the lands and houses so to be purchased as aforesaid.

VI. To extend the time limited by the "Isle of Wight Ferry Act, 1856," for the construction of the works thereby authorised, and the compulsory purchase of lands.

VII. To levy rates, tolls, duties and charges for the use of the works to be constructed and established by the said Company under the powers of the said intended Act; to alter existing tolls, rates, and duties; and to confer, vary, or extinguish exemptions from the payment of rates, tolls, and duties, and to confer other rights and privileges.

VIII. To authorise the before-mentioned Companies, commissioners, and persons, or any of them, to subscribe towards and become shareholders in the said Company, and to vote at meetings and appoint directors of the said Company; and to apply for the purposes of their subscription any capital or money which they are authorised to raise by the Acts relating to those Companies respectively, and to raise money either by mortgage of their respective undertakings, or by the issue of new shares with or without any preference in payment of dividend or special privileges or advantages.

IX. For the purpose of the said intended Act or any of them it is proposed to alter, amend, or repeal all or some of the provisions of the Acts (local and personal) following (that is to say.) "The Ryde Improvement Act, 1854," "The Stokes Bay Railway and Pier Act, 1855," "The Stokes Bay Railway and Pier Act, 1858," "The Isle of Wight Ferry Act, 1856." The several Acts relating to the Ryde Pier Company, viz. (local and personal) "52 Geo. 3, cap. 196, 53 Geo. 3, cap. 92, 10 Geo. 4, cap. 39," and the several Acts (local and personal) relating to the London and South Western Railway Company, viz., "4 and 5 Wm. 4, cap. 88; 1 Vict., cap. 71; 1 and 2 Vict., cap. 27; 2 and 3 Vict., cap. 28; 4 and 5 Vict., caps. 1 and 39; 7 and 8 Vict., caps. 5, 63, and 86; 8 and 9 Vict., caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Vict., caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vict., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vict., caps. 75, 85, 87, 89, 125 and 157; 51 Geo. 3, cap. 196; 12 and 13 Vict., caps. 33 and 34; 13 and 14 Vict., cap. 24; 14 and 15 Vict., cap. 83; 16 and 17 Vict., cap. 164; 18 and 19 Vict., cap. 183; 19 and 20 Vict., cap. 120; 20 and 21 Vict., cap. 136; and 21 and 22 Vict., cap. 67; and the powers and provisions of any other Act or

Acts, the provisions of which may in any way impede or interfere with the several objects and purposes of the said intended Act.

X. And it is also intended to incorporate in 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 Railway Clauses Consolidation Act, 1845," and "The Harbours, Docks and Piers Clauses Act, 1847."

And notice is hereby further given, that plans and sections defining the lines and levels of the proposed approaches and esplanade at Ryde, and the works connected therewith, together with a book of reference to such plans; and also a plan of any lands and property intended to be taken compulsorily, and a book of reference to such plans respectively; 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 Southampton, at his office at Winchester, in the said county; and also with the Clerk of the Peace for the county of the Isle of Wight, at his office at Newport, in the said island; and that a copy of so much of the plans, sections, and books of reference as relates to the said parish of Newchurch, in the said Isle of Wight, in or through which the said pier and landing-place, and the esplanade approaches and works at Ryde are proposed to be made; and also a copy of this notice as published in the London Gazette, will be deposited on or before the 30th day of November instant, with the parish clerk of Newchurch aforesaid, at his place of abode.

And notice is hereby also given, that printed copies of the proposed Bill will be deposited in the Private Bill office of the House of Commons, on or before the 23rd day of December next.

Dated this 10th day of November, 1858.

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

Cleveland Railway.

Extension and completion of Railway to, and Shipping Places on the River Tees—Powers for the West Hartlepool Harbour and Railway Company to subscribe towards such Works—Mutual running powers to, facilities for, and Traffic arrangements between, the Cleveland Railway Company—The West Hartlepool Harbour and Railway Company—The Stockton and Darlington Railway Company, and the North-Eastern Railway Company, and other Companies to be incorporated in the ensuing Session, or any of them—Increase of Capital—Amendment of Acts and other purposes.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for a Bill in order to obtain an Act for all or some of the following purposes (that is to say):

To enable the Cleveland Railway Company to make and maintain the railway and works hereinafter mentioned or referred to, with all necessary and proper stations, bridges, culverts, cuts, embankments, approaches, jetties, staiths, landing places, shipping places, engines, machinery, and other works and conveniences connected therewith, or relating thereto (that is to say):

A line of railway commencing by a junction with the railway authorised by "The Cleveland Railway Act, 1858," in the township of Guisbrough and parish of Guisbrough, in the north riding of the county of York, in or near a field commonly known by the name of "Cook's

Ground," belonging to Captain Thomas Chaloner; and in the occupation of Thomas Mills, situate 18 chains or thereabouts westward of a farm house, called "Belman Bank Farm," and terminating on the south side or shore of the river Tees, in the township of Normanby and parish of Ormesby, in the North Riding of the county of York, at or near low water mark of ordinary spring tides, at a point 30 chains or thereabouts north-eastward of Cargo Fleet Point, which said line of railway and works will pass, and be made and maintained from, in, through, or into the several parishes, townships, and extra-parochial or other places following (that is to say): Guisbrough, Hutton Low Cross, otherwise Hutton Loxris, Morton, Upsall, Ormesby, Normanby, and Eston, or some of them, all in the North Riding of the county of York.

To authorise the construction of shipping places at or near the said terminus of the said intended railway, on the south side or shore of the river Tees, together with all necessary and proper landing places, jetties, staiths, drops, wharfs, cranes, machinery, and works connected therewith, which said shipping places and other works will be situate in the parishes, townships, and places following (that is to say): Ormesby, Normanby, and Eston, or some or one of them, all in the North Riding of the county of York.

To authorise the Cleveland Railway Company to the reasonable satisfaction of the Lords of the Admiralty, and the Tees Conservancy Commissioners, or either of them, to dredge or otherwise deepen so much of the bed and shore of the river Tees as such Company may deem requisite for the purpose of keeping and preserving a sufficient depth of water for the efficient working and use of the said intended shipping places and other works and conveniences in or adjoining the river Tees.

To authorise the Cleveland Railway Company to raise additional capital and money by the creation of new shares or stock, and by borrowing.

To empower the Cleveland Railway Company and all persons and companies lawfully using or entitled to use the railways of the Cleveland Railway Company, including the said intended railway, or any of them, to run over, and use with engines, carriages, waggons, officers, and servants, all or any part or parts of the railways now or hereafter belonging to the West Hartlepool Harbour and Railway Company, the Stockton and Darlington Railway Company, and the North-Eastern Railway Company, or any of them, and all stations, platforms, sidings, warehouses, booking and other offices, watering places, water and other works and conveniences belonging to the West Hartlepool Harbour and Railway Company, the Stockton and Darlington Railway Company, and the North-Eastern Railway Company, or any of them, or leased to them, or any of them; and to empower the West Hartlepool Harbour and Railway Company, the Stockton and Darlington Railway Company, and the North-Eastern Railway Company, or any of them, and all other persons and companies lawfully using the railways of those companies, or any of them, to run over and use with engines, carriages, waggons, officers, and servants, all or any part of the railways and works of the Cleveland Railway Company, whether authorised by The Cleveland Railway Act, 1858, or to be authorised by the said Bill, or otherwise, or some of them, and all stations, platforms, sidings, warehouses, booking and other offices, watering places, water and other works and conveniences belonging, or which shall belong, to the said Cleveland Railway Company, upon payment to the respective Companies for the use of their respective railways, works, and conveniences afore-

said, of such sum or sums of money, and subject to such regulations as may be prescribed by the said Bill, or determined in manner to be fixed by the said Bill.

To require the before-mentioned Companies, or any of them, to afford facilities for the booking and transmission of traffic to and from the Cleveland Railway, or any extension thereof, authorised or to be authorised, and to carry or convey such traffic in the carriages belonging to the Cleveland Railway Company, or to any companies or persons using the railways of that Company, or any part thereof, and to provide for the settlement, by arbitration, of disputes as to the accommodation to be afforded, the modes of transmission, and the charges to be made by those respective Companies in respect of such traffic over their railways, and to make similar provisions with respect to the Cleveland Railway, or any extension thereof, in favour of those respective Companies.

To alter, if needful, for the purposes aforesaid, any of the tolls, rates, and charges of the before-mentioned Companies respectively.

To authorise the Cleveland Railway Company to purchase, compulsorily, lands and houses, and part of the bed and shore of the river Tees, and other property to be defined upon the plans, or described in the books of reference hereinafter mentioned, and to purchase and lease lands, houses, and other property by agreement, for the purposes of the said intended railway, shipping places and works, and the works connected therewith.

To alter, vary, and extinguish such of the rights and privileges of the Stockton and Darlington Railway Company, the North-Eastern Railway Company, the Tees Conservancy Commissioners, and the West Hartlepool Harbour and Railway Company, or some or one of them, or of any other Company, or persons or person, as may be inconsistent with, or would interfere with, or in anywise impede the carrying out of all or any of the objects and purposes of the said Bill.

To levy tolls, rates, and duties for or in respect of or relating to the use of the said intended railway, shipping places, and works; to alter existing tolls, rates, and duties; to confer, vary, and extinguish exemptions from payment of tolls, rates, and duties; and to confer other rights and privileges.

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

To incorporate with the said Bill all or some of the 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;" or some of them; and all other powers and provisions which are usually inserted in Bills of a like nature, or which may be thought requisite or proper for carrying out the objects and purposes of the said intended Bill, or which may be incidental or necessary to those purposes.

To authorise the West Hartlepool Harbour and Railway Company to subscribe and contribute to the making, working, and maintaining of the said intended railway, shipping places, and works, or any of them, to be authorised by the proposed Bill, and to raise money for that purpose by the crea-

tion of additional shares, either ordinary or with such preference and priority of dividend over all or any other shares or stock in that Company, as may be deemed necessary or expedient, or by mortgage or bond, or otherwise, and to authorise the said West Hartlepool Harbour and Railway Company to apply in and towards the making, working, and maintaining of the said proposed railway, shipping places, and works, or any of them, any portion of the monies which they may now have, or are authorised to raise by shares, stock, mortgage, bond, or otherwise, and to accept, take, purchase, and hold shares in the capital proposed to be authorised by the said Bill.

To enable the Cleveland Railway Company, the West Hartlepool Harbour and Railway Company, the Stockton and Darlington Railway Company, and the North-Eastern Railway Company, and any Company to be incorporated in the ensuing session for making a railway in connection with any of those railways, or any of them, to enter into, make, and carry into effect such agreements upon such terms and conditions as they may respectively think fit, in respect of the working, maintenance, or use, by the West Hartlepool Harbour and Railway Company, the Stockton and Darlington Railway Company, and the North-Eastern Railway Company, and any Company to be incorporated in the ensuing session as aforesaid, respectively, of the Cleveland Railway and the said intended railway, shipping places, and works, or any part or parts thereof; and the payment, and also the division or apportionment between the Companies who shall be parties to any such agreement, of the costs, charges, and expenses of such working, maintenance, or use, and of the tolls, rates, and duties received in respect of such traffic, or otherwise; and so far as may be requisite or proper for carrying out the objects of the said Bill, to alter and vary the existing tolls, rates, and duties authorised to be charged by the Cleveland Railway Company, the West Hartlepool Harbour and Railway Company, the Stockton and Darlington Railway Company, and the North-Eastern Railway Company, and any Company to be incorporated as aforesaid, or any of them.

And it is intended by the said Bill to alter, amend, and enlarge the powers and provisions of "The Cleveland Railway Act, 1858," and also so far as may be requisite or expedient for carrying out the objects and purposes of the said Bill, the provisions of all, or some, or one of the Acts of Parliament, local and personal, following (that is to say): "The West Hartlepool Harbour and Railway Act, 1852;" "The West Hartlepool Harbour and Railway Act, 1857;" "The Stockton and Darlington Railway Amalgamation Act, 1858;" "The Stockton and Darlington Railway (Durham Line, &c.) Act, 1858;" "The Stockton and Darlington Railway (North-Riding Lines) Act, 1858;" the several Acts relating to the North-Eastern Railway Company, or some of them (that is to say): local and personal Acts, 6 Wm. IV., cap. 21; 1 Vic., cap. 68; 4 Vic., cap. 7; 5 Vic., Sess. 2, cap. 80; 6 Vic., cap. 8; 7 Vic., caps. 21 and 27; 7 and 8 Vic., cap. 61; 8 and 9 Vic., caps. 34, 57, 58, 84, 92, 104, and 163; 9 Vic., caps. 58, 59, 65, and 66; 9 and 10 Vic., caps. 77, 89, 95, 96, 149, 153, 154, 164, 207, 235, 241, 242, 247, 264, and 330; 10 and 11 Vic., caps. 117, 133, 134, 140, 141, 210, 216, 218, and 219; 11 and 12 Vic., caps. 24, 55, 56, 57, 68, 71, and 81; 12 and 13 Vic., caps. 27, 58, and 60; 13 and 14 Vic., caps. 38 and 53; 14 Vic., cap. 39; 14 and 15 Vic., caps. 47, 84, and 85; 15 Vic., caps. 26, 37, 57, 96, and 114; 15 and 16 Vic., cap. 127; 16 and 17 Vic., caps. 109 and 136; 17 Vic., cap. 73; 17 and 18 Vic., caps. 164 and 211; and 20 and 21 Vic.,

caps. 19, 33, and 46; "The North Yorkshire and Cleveland Railway Act, 1858;" "The Tees Conservancy and Stockton Dock Act, 1852;" "The Tees Conservancy Act, 1854;" and "The Tees Conservancy Act, 1858;" and all other Acts of Parliament, the powers of which will in any way be varied, amended, or repealed by virtue of the provisions of the said Bill; and also, if need be, to reduce, alter, or vary the tolls, rates, and charges authorised to be levied by any of the Acts hereinbefore set forth or referred to, and to authorise the said Companies and corporations, or any of them to levy new tolls, rates, and charges.

And notice is hereby given, that maps, plans, and sections, defining the direction, line and levels of the said intended railway and works, and the lands, houses, and other property which may be taken for the purposes thereof respectively, 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, will be deposited on or before the 30th day of November, 1858, with the Clerk of the Peace of the North Riding of the county of York, at his office in Northallerton, in the said North Riding, and that, on or before the same 30th day of November, a copy of so much of the said plans, sections, and book of reference, as relates to each of the parishes or 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 to such extra-parochial place, at his residence.

And notice is hereby given, that printed copies of the Bill so to be applied for, will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December, 1858.

Dated this 9th day of November, 1858.

Bell, Stewart, and Lloyd,
49, Lincoln's Inn Fields, London.

Newby, Richmond, and Watson,
Stockton-on-Tees.

Penarth Waterworks.

(Incorporation of Company to supply Water to Vessels frequenting the Penarth Harbour and Docks, and for domestic and other Purposes, in Parishes adjacent thereto; Arrangement with Penarth Harbour, Dock, and Railway Company.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to incorporate a Company for the purpose of supplying water to shipping frequenting the harbour and docks now in course of construction at Penarth, and the River Ely, in the county of Glamorgan; and also for supplying water for domestic and other purposes, within the several parishes of Penarth, Cogan, Llandough, Leckwith, and Llandaff, or parts thereof respectively, in the said county, and for such purposes to make and maintain the works following, or some of them (that is to say):—

A reservoir in the parish of St. Andrews, in the said county, near to the village of Dinas Powis, and across and so as to impound the waters of the stream known as Dinas Powis Brook, at about 55 chains lower down the said brook than the mill known as Dinas Powis Mill.

A reservoir in the parish of Llandough, in the said county, to the south-west of and about five chains from an inn there, known as "The Merry Harrier Inn," and near the point where the road from Dinas Powis to Cogan Pill intersects the road from Cogan to Llandough.

A reservoir in the parish of Penarth, in the said county, near to and to the westward of Penarth Church.

An aqueduct, conduit, main, or pipe, to connect the reservoir first hereinbefore described with the reservoir secondly hereinbefore described; which aqueduct, conduit, main, or pipe will pass from, in, through, or into the several parishes of St. Andrews and Llandough, in the said county.

An aqueduct, conduit, main, or pipe, to connect the reservoir secondly hereinbefore described with the reservoir thirdly hereinbefore described; which said aqueduct, conduit, main, or pipe, will pass from, in, through, or into the several parishes of Llandough, Cogan, and Penarth, or some of them, in the said county.

An aqueduct, conduit, main, or pipe, to commence at the reservoir secondly hereinbefore described, and to terminate in the parish of Llandaff, near the point where the railway of the Penarth Harbour, Dock, and Railway Company crosses the private road leading from Cardiff to Penarth; which said aqueduct, conduit, main, or pipe, will pass from, in, through, or into the several parishes of Llandough, Cogan, Leckwith, and Llandaff, in the said county.

And the said intended Act will confer the following powers, or some of them, on the said intended Company (that is to say):

To collect and impound, in the said first-mentioned intended reservoir, the waters of the said stream called Dinas Powis Brook, and the tributaries thereof, and to make, lay down, and maintain all such filtering beds, dams, sluices, valves, weirs, guages, embankments, tanks, engines, pumps, mains, pipes, syphons, and other conveniences, in the several parishes aforesaid, or any of them, as may be necessary or proper in connexion with the said several works, or for affording such supply of water as aforesaid.

To cross, break open, alter, divert, or stop up, either permanently or temporarily, any public or private roads, highways, footpaths, streets, bridges, railways, rivers, streams, brooks, or watercourses, in the parishes aforesaid, or any of them.

To purchase or take by compulsion or agreement, or take on lease or occupy, or to take grants of easement over, any lands, buildings, springs, streams of water, and other hereditaments, requisite or desirable for the purposes aforesaid, and to vary or extinguish any rights or privileges connected therewith, which would in any way interfere with the objects of the said intended Act.

To levy and recover rates, rents, or charges for the proposed supply of water, and to confer exemptions from the payment thereof, and to supply water at such price as may be settled by agreement.

To empower the intended Company, and the Penarth Harbour, Dock, and Railway Company, to enter into agreements with respect to the laying down and maintaining, within the property or along the railways of such last-named Company, of mains, pipes, or other works, and with respect to the supply of water for the purposes of such Company, and for shipping frequenting their harbour and docks.

And notice is hereby also given, that plans and sections of the said intended works, and of the lands and streams to be taken or used for the purposes thereof, and a book of reference to such plans, and a copy of this notice, as published in the

London Gazette, will, on or before the 30th day of November, in the present year, be deposited for public inspection, at the office of 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 book of reference, as relates to each of the parishes within which such works will be constructed, and also a copy of the said Gazette notice, will, on or before the said 30th day of November, be deposited with the parish clerk of each such parish, at his residence.

And notice is hereby further given, that, on or before the 23rd day of December next, printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 9th day of November, 1858.

Brighton Water Works.

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for leave to bring in a Bill, and to obtain an Act for establishing and incorporating a Company for the purpose of better supplying with water, and more efficiently protecting from fire, the inhabitants of the town of Brightelmston, and also such parts of the adjoining parish of Hove and such other parishes as are adjacent or near to the aforesaid town; and for making and maintaining, erecting, placing, constructing, and completing reservoirs, mains, pipes, shafts, drains, sluices, channels, and other necessary works and conveniences, for the purposes aforesaid, within the several parishes, townships, hamlets, or places of Poyning, Newtimber, Saddlescombe, Fulking, Edburton, Henfield, Beeding, Shoreham, Kingston, Southwick, Portslade, Hangleton, West Blachington, Aldrington Patcham, Preston, Hove, and Brightelmston, all in the county of Sussex.

And it is intended by the said Act, to obtain powers, for the purposes aforesaid, to take and use the waters of certain springs and streams, called the Poynings Spring, and Fulking Spring, and situate in the parishes of Newtimber, Poynings, and Edburton.

And it is also intended to take power, by the said Act, to purchase and take certain land and property, and to construct steam or other engines, with all other necessary and sufficient powers and provisions for carrying the said intended Act into full and complete execution.

And it is further intended to empower the said Company to levy certain rates, and to charge and take rents or sums of money for the supplying with water the town and parishes adjoining.

And notice is hereby further given, that plans and sections, describing the situation and levels of the intended reservoirs, watercourses, and other works connected therewith, and the lands to be taken, or which it is proposed to obtain a power of taking, for the purposes thereof, together with books of reference thereto, containing the names of the owners or reputed owners, lessors or reputed lessees, and occupiers of such lands respectively, 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 of the county of Sussex, at his office at the Town Hall, Lewes, on or before the 30th day of November instant; and that a copy of so much of the said plans, sections, and books of reference as relates to each parish in which such reservoirs, watercourses, and other works connected therewith are proposed to be made, with a copy of the Gazette Notice, will be deposited for public inspection with the parish clerk of each such parish, on or before the said 30th day of November. And notice is hereby

given, that on or before the 31st day of December next, duplicates of the said map or plan, and sections, and books of reference thereto, will be deposited in the Office of the Clerk of the Parliaments and in the Private Bill Office of the House of Commons.

Dated the 12th day of November, 1858.

Messrs. Birkett, Solicitors, } *Henry Deacon.*
London,

Railway Clearing System Improvement.

NOTICE is hereby given, that it is intended to apply to Parliament, in the next session thereof, for leave to bring in a Bill to amend and extend, and, if need be, to repeal and re-enact and vary, the provisions of the Act (13 and 14 Vict., c. 33) "for regulating legal proceedings by or against the Committee of Railway Companies associated under the clearing system, and for other purposes." Among other things, it is intended that the Bill shall contain provisions for extending "the clearing system" to foreign possessions of the crown, and to foreign states, as well as to all parts of the United Kingdom; for enabling companies and persons engaged in the carrying business, by land or by water, at home or abroad, to become parties to the clearing system, upon such conditions as the Bill may prescribe; for authorizing the committee of the clearing system to enter into arrangements with foreign establishments or associations, now or hereafter to be formed abroad, for accomplishing the like objects, or any of them; and generally, for extending and better carrying into effect the said clearing system.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December, 1858.

Dated this 11th day of November, 1858.

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

Fishmongers' Company.

(Sale of Lands at Newington, and Investment of Purchase Money.)

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 enable the Wardens and Commonalty of the Mystery of Fishmongers of the city of London, to carry out and give effect to an agreement between them and George Winsor, James Low, William Edwards, and William Kynaston, dated the 14th day of October, 1858, for the sale and conveyance of certain lands in the parish of Saint Mary, Newington, commonly called Newington Butts, in the county of Surrey, and to enable the said Wardens and Commonalty, and their successors, if they shall so think fit, to invest the money arising from such sale in the purchase of other lands and hereditaments, and to hold and enjoy the lands and hereditaments so to be purchased, and to confer upon the said Wardens and Commonalty, and their successors, any other powers necessary for fully carrying into effect such sale, reinvestment and purchase; and to confer, vary, or extinguish other rights and privileges.

Dated this 13th day of November, 1858.

John Beckwith Towse, Solicitor, No. 24, Laurence Pountney-lane, London.

J. Dorington, Ellicombes, and Co., 6, Parliament-street.

Llynvi Valley Railway.

(Deviation of Parts of the Authorized Line ;
Amendment of Acts.)

NOTICE is hereby given, that the Llynvi Valley Railway Company will apply to Parliament in the ensuing session for an Act to enable them to make the following deviations in their authorized railway, all in the county of Glamorgan ; that is to say :

1. A deviation of the main line of railway commencing at or near a point on the main line eight chains north of the Pwlygafth occupation bridge, in the parish of Pyle and Kenfig, and terminating by a junction with the main line, in the same parish, at or near a point eleven chains west of the parish boundary, between the said parish of Pyle and Kenfig and the parish of Tythegstone, and which said deviation railway will be situate within the parishes of Pyle and Kenfig and Tythegstone, or one of them.

2. A deviation of the main line of railway commencing at or near a point 25 chains east of the crossing of the said railway, by the turnpike-road leading from Swansea to Cardiff, and terminating by a junction with the main line, at or near a point where the South Wales Railway crosses the said main line, and which said deviation railway will be situate wholly within the parish of Tythegstone.

3. A deviation of the main line of railway commencing on the said main line, at or near a building called the Windmill House, and terminating by a junction with the same main line 22 chains or thereabouts north of the point at which the turnpike-road, leading from Newton Nottage to Bridgend, crosses the Llynvi Valley Railway, and which said deviation line of railway will be situate wholly within the parish of Newton Nottage.

And it is intended to abandon such portions of the authorized railway, and the works connected therewith, as may be rendered unnecessary by the construction of the deviations aforesaid.

And it is intended to authorize the Company to construct all proper works and conveniences in connection with such intended deviations.

And to purchase by compulsion lands, houses, and hereditaments, for the purposes of the proposed Act, to cross, alter, divert, or stop up, either temporarily or permanently, all such turnpike-roads and other roads, bridges, streams, canals, navigations, railways, and tramroads, as it may be necessary or expedient so to do for the purposes of the said deviation, railways, and works ; and to deviate in the construction of the said railways from the line and levels thereof, as shown on the plans and sections 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 authorize the Company to levy tolls, rates, and duties in respect of the proposed deviation railways, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from payment of tolls, rates, or duties, and other rights and privileges.

And it is intended for the purposes of the intended Act to alter and amend "The Llynvi Valley Railway Act, 1855," and to repeal the 80th section of that Act restricting or prohibiting the use of locomotives in the parish of Newton Nottage.

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

And notice is further given, that on or before

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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 and houses 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, and on or before the said 30th day of November, copies of 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, 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 23rd day of December next printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1858.

Baxter, Rose, and Norton,
Solicitors for the Bill.

In Parliament.—Session 1859.

Colne Valley and Halstead Railway Extension.

(From Halstead to Audley End Station of Eastern Counties Railway ; working arrangements and subscription by Eastern Counties Railway Company.)

APPLICATION is intended to be made to Parliament, in the next session thereof, for leave to bring in a Bill to alter and enlarge some of the powers and provisions of "The Colne Valley and Halstead Railway Act, 1856," and to enable the Colne Valley and Halstead Railway Company to extend their railway by making and maintaining a railway, with all necessary works, stations, approaches, and conveniences connected therewith, commencing by a junction with the authorized line of the Colne Valley and Halstead Railway, at or near Parsons Bridge, in the parish of Halstead, in the county of Essex, passing through or into the following parishes and places, or some of them ; that is to say : Halstead, Gosfield, Great Maplestead, Little Maplestead, Sible Hedingham, Castle Hedingham, Toppefield, Great Yeldham, Little Yeldham, Northey Wood, North Wood, otherwise Belchamp North Wood, North End, otherwise Northey End, otherwise Belchamp Northend, Belchamp, St. Paul's, Tilbury, otherwise Tilbury-juxta-Clare, Orington, Ridgewell, Ashen, Stambourne, Birdbrook, Steeple Bumpstead, Helion's Bumpstead, Sturmer, Kedington Hamlet, Haverhill Hamlet, Haverhill, in the county of Essex ; Wixoe, Haverhill Hamlet, Haverhill, Little Wratting, and Withersfield, in the county of Suffolk ; Shudy Camps, Castle Camps, Helion's Bumpstead, and Ashdon, in the county of Cambridge ; Ralwint, Ashdon, Bartlow, Hempstead, Wimbish, otherwise Wimbush, Saffron Walden, Sewers End, Little Walden, Audley End, Wendon, Newport, and Little Bury, in the county of

Essex; and terminating in the said parish of Wendon, by a junction with the Eastern Counties Railway, at or near the Audley End Station of that Railway.

The Bill will authorise the said Company to purchase lands, houses, and other property, compulsorily, for the purposes of the said intended railway and works, and to levy tolls, rates, and charges in respect thereof; and the Bill will incorporate in itself all or some of the provisions of "The Lands Clauses Consolidation Act, 1845;" and "The Railways Clauses Consolidation Act, 1845."

The said Bill will enable the Eastern Counties Railway Company to subscribe to the undertaking and enable the said Company and the Eastern Counties Railway Company to enter into arrangements for the working, maintenance and use, by the Eastern Counties Railway Company, of the intended railway, and for the receipt and apportionment of the tolls, charges and revenue arising therefrom, and for the appointment of joint committees.

For the purposes aforesaid, it is intended to alter and enlarge the powers of the following Acts of Parliament, relating to the Eastern Counties Railway Company, namely: the 6 and 7 William 4, caps. 103 and 106; the 1 and 2 Vict., cap. 81; 2 and 3 Vict., caps. 77 and 78; 3 Vict., cap. 52; 4 Vict., caps. 14 and 24; 4 and 5 Vict., cap. 42; 6 Vict., cap. 28; 7 Vict., caps. 19, 20 and 35; 7 and 8 Vict., caps. 62 and 71; 8 and 9 Vict., caps. 85, 110 and 201; 9 Vict., cap. 52; 9 and 10 Vict., caps. 258, 356, 357 and 367; 10 and 11 Vict., caps. 12, 13, 20, 92, 156, 157 and 158; 15 Vict., caps. 30, 33, 51, 65, 84 and 108; 16 and 17 Vict., caps. 87 and 117; 17 and 18 Vict., caps. 153 and 220; 19 and 20 Vict., caps. 51, 15 and 76; and 21 and 22 Vict., cap. 99.

Duplicate plans and sections, describing the line, situation, and levels, of the proposed new line of railway, and the lands, houses, and other property, in or through which the same will be made, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property; also a published map, with a line of railway delineated thereon, so as to shew its general course and direction, and a copy of this notice, will, on or before the 30th day of this instant November, be deposited for public inspection with the Clerk of the Peace for the county of Essex, at his office at Chelmsford, with the Clerk of the Peace for the county of Suffolk, at his office at Bury Saint Edmunds, and with the Clerk of the Peace for the county of Cambridge, at his office at Cambridge; 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 of the parishes, in or through which the said railway will be made, and a copy of this notice will be deposited with the parish clerk of each such parish, at his place of abode, and, in the case of any extra-parochial place, then with the parish clerk of a parish immediately adjacent thereto.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December next.

Dated this eight day of November, 1858.

Baxter, Rose and Norton, 6, Victoria-street, Westminster

In Parliament, Session 1859.

South Yorkshire Railway and River Dun Company.

(Debenture Stock; Tolls; Crossing of Roads; Rating in Warth-upon-Dearne.

THE South Yorkshire Railway and River Dun Company intend to apply to Parliament, next session, for leave to bring in a Bill to alter, amend, and enlarge some of the powers and provisions of the several Acts of Parliament relating to their undertaking, namely, the 10th and 11th Vict., c. 291, the 11th and 12th Vict., c. 65, the 13th and 14th Vict., c. 35 and 57, the 15th and 16th Vict., c. 153, the 9th and 10th Vict., c. 354, the 14th and 15th Vict., c. 46, the 6th Geo. 2nd, c. 9, the 12th Geo. 1st, c. 38, the 13th Geo. 2nd, c. 11, the 13th Geo. 1st, c. 20, the 1st and 2nd Geo. 4th, c. 46, the 7th Geo. 4th, c. 97, the 33rd Geo. 3rd, c. 115, the 39th and 40th Geo. 3rd, c. 37, the 55th Geo. 3rd, c. 65, the 11th and 12th Vict., c. 94, the 12th and 13th Vict., c. 75, the 33rd Geo. 3rd, c. 117, the 38th Geo. 3rd, c. 47, 49th Geo. 3rd, c. 71, and the 12th and 13th Vict., c. 29; and by the said Bill the said Company will seek for the following amongst other powers:

1. To convert their mortgage and debenture debts, immediately or from time to time, into a debenture stock, and to attach to such stock a fixed irredeemable yearly interest, with the same priority and the like powers of enforcing payment by action, and by means of a receiver, or otherwise, as are now attached to the mortgage and debenture debts of the Company.

2. To levy and recover tolls, rates, and charges for the use of the railway constructed or constructing by them along the course of their navigation and canal, between the town of Doncaster, in the West Riding of the county of York, and the river Trent, in the township of Keadby, and parish of Althorpe, in Lincolnshire, near to the lock of the Stainforth and Keadby Canal there.

3. To apply the provisions of "The Railway Clauses Consolidation Act, 1845, for regulating level crossings to, and to maintain their said railway, now constructed or constructing, across and upon the level of the following turnpike and other public roads; that is to say:

1. The public carriage-road at or near to Barnby Dun Bridge, in the township and parish of Barnby Dun, otherwise Barnby-upon-Dun, in the West Riding of the county of York.
2. The public carriage-road at or near to Bramwith-ford, in the township of Stainforth, or of South Bramwith, otherwise Sand Bramwith, and in the parish of Hatfield, or of Barnby-upon-Dun, and West Riding of the county of York.
3. The public carriage-road at or near to the canal lock of the Stainforth and Keadby Canal, in the parish of Thorne, and said West Riding of the county of York.
4. The public carriage-road near to the Stainforth and Keadby Canal, called Orchard-street, in the said parish of Thorne.
5. The public carriage-road near to the Stainforth and Keadby Canal, called Canal Road, in the said parish of Thorne.
6. The Bawtry and Selby turnpike-road, otherwise the public carriage-road or street, at or near to the opening bridge at the Thorne tollbar, in the said parish of Thorne.

7. The public carriage-road at or near to the bridge of the said canal, at a place called Pashley, or Wike Bridge, in the said parish of Thorne.
8. The public carriage-road at or near a place called the Hall's Bridge, over the said canal, in the said parish of Thorne.
9. The public carriage-road at or near a place called the Green Bank Bridge, or Maude's Bridge, across the said canal, in the said parish of Thorne.
10. The public carriage-road at or near to a place called the Midge Hall Bridge, or Crook of the Moor Bridge, over the said canal, in the said parish of Thorne.
11. The public carriage-road at or near a place called the Godnow Bridge, over the said canal, in the parish of Crowle, and county of Lincoln.
12. The public carriage-road at or near a place called Crowle Wharf, at or near to the bridge there, over the said canal, in the parish of Crowle, and county of Lincoln.
13. The public carriage-road at or near the bridge of the said canal, at a place called the Keadby Common Bridge, in the said township of Keadby, and parish of Althorpe, and county of Lincoln.
14. The public carriage-road at or near the lock of the said canal adjoining the River Trent, in the said township of Keadby, and parish of Althorpe.

The Bill will vary the Warth-upon-Dearne Improvement Act, 9 and 10 Vict., c. 295, and will provide, that for so much of the undertaking of the Company as is within the limits of the said Act, the rates to be levied under the powers of the said Act shall only be in the proportion of one-fourth of the rates levied upon other kinds of property within the said limits.

Duplicate plans and sections of the before-mentioned roads where the same are crossed by the railway, with a book of reference thereto, and a copy of this notice as published in the London Gazette, will on or before the 30th day of this instant, November, be deposited for public inspection with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield, and with the Clerk of the Peace for the Lindsey Division of Lincolnshire at Spilsby, and on or before the same day, a copy of the said plans, sections, and book of reference so far as relates to each of the before-mentioned parishes, will, together with a copy of the said notice, be deposited for public inspection with the respective parish clerks of each such parish, at their respective places of abode.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this ninth day of November, 1858.

Baxter, Rose, and Norton, 6, Victoria-street, Westminster.

In Parliament, Session 1859.

Omnibus Subway.

(From Westminster to the Royal Exchange.)

APPPLICATION is intended to be made to Parliament in the next session, for leave to bring in a Bill to authorize the construction of a subway underneath the following streets, with openings at intervals from the surface of the said streets, and with stations, stationary engines and works, either below the level of the same streets,

or upon the surface thereof, as the plans herein-after mention may denote.

The line will commence in the open space adjoining to, and on the east side of Saint Margaret's Church, Westminster; will pass along Parliament-street, Whitehall, Charing-cross, the Strand, Fleet-street, across Farringdon-street, along Ludgate-hill, Ludgate-street, the north side of Saint Paul's Churchyard, Cheapside, the Poultry, and Mansion House-street, and will terminate in Cornhill at the open space in front, and to the westward of the Royal Exchange: and it will pass through the following parishes and places, or some of them: Saint Margaret Westminster, Saint Martin's-in-the-Fields, the precinct of the Savoy, Saint Mary-le-Strand, Saint Clement-the-Dane, in the county of Middlesex; and Saint Dunstan, Saint Bride, Saint Martin, Saint Gregory, Saint Augustine and Saint Faith, Saint Michael-le-Querne, Saint Vedaste Foster, Saint Peter Westcheap, Saint Mary Magdalene, Saint Pancras, Saint Mary Cole Church, Saint Mary Woolnorth, Old Change, Saint Mary-le-Bow, Saint Mildred, Saint Michael Cornhill, Saint Peter-le-Poor, Saint John the Evangelist, All Hallows Bread-street, Saint Mary Aldermanbury, Saint Antholm, Saint Swithin, Saint Mary's Abchurch, and Saint Clement Eastcheap, in the city of London.

The Bill will incorporate a Company for the foregoing purpose, and will enable the Company to lay down rails upon the surface of the said subway, and will also enable them in the construction of the same way, to alter, if necessary, the position of the gas pipes and water pipes beneath or communicating with the streets aforesaid; and in like manner, if necessary, to alter the level and position of the sewers and drains in or communicating with the same streets. It will also enable the Company, if necessary, to alter the level of the same streets and of the streets communicating therewith, and to make openings therein, and during the construction of the works, temporarily to stop up the same at particular parts thereof.

The Bill will also enable the Company to take lands and houses compulsorily for the purposes of the proposed undertaking, and will vary or extinguish any rights or privileges which may interfere with the accomplishment thereof; and it will enable the Company to levy tolls, rates, and charges for the use of the said subway, and for the carriage of passengers and goods thereon.

It will also authorize agreements to be entered into between the Company and the Corporation of the City of London, the Metropolitan Board of Works, the vestries of the several parishes, the Commissioners of Sewers, and the several gas, water, and other companies and persons whose pipes, works, or property may be interfered with, with respect to the matters aforesaid.

Duplicate plans and sections, describing the line, situation, and level of the proposed subway, and the streets under or through which the same will be made, and showing also the alterations intended to be made in the levels of the same streets, or of the streets communicating therewith, and also showing the property intended to be taken for the purposes of the Bill, together with a book of reference to such plans, containing the names of the persons in whom the said streets, or control over them, is vested, and of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, also a published map, with the line of the said subway delineated thereon, and a copy of this notice, will, on or before the 30th day of Novem-

ber instant, be deposited for public inspection with the Clerks of the Peace for the county of Middlesex, and for the city and Liberty of Westminster, at their offices at the Sessions House, Clerkenwell, with the Clerk of the Peace for the city of London, at his office at the Guildhall of the same city, and a copy of the said plan and section, with a book of reference thereto, and a copy of this notice will, on or before the same day, be deposited for public inspection, with the parish clerk of each of the parishes in or through which the said subway will be made, at the place of abode of such parish clerk, and, in the case of any extra-parochial place, with the parish clerk of a parish immediately adjacent thereto.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December next.

Dated this 12th day of November, 1858.

Baxter, Rose, and Norton, Solicitors,
6, Victoria-street, Westminster.

In Parliament—Session 1859.

Doncaster and Wakefield, Railway
(From Doncaster to Wakefield, Pontefract and Goole Railway, at Crofton; Incorporation of Company; Arrangements with the Great Northern Railway Company.)

A PPLICATION is intended to be made to Parliament, in the next session thereof, for leave to bring in a Bill for the following, or some of the following, among other purposes:

1. To make and maintain a railway with all necessary works, stations, approaches and conveniences connected therewith, commencing by a junction or junctions with the main line of the Great Northern Railway, at about 130 yards north of the point where that railway crosses the new cut of the Rive Don, in the parish of Doncaster, passing through or into the following parishes and places, or some of them; that is to say: Doncaster Parish and Township, Langthwaite-with-Tilts, Balby-with-Hexthorpe, Long Sandail-with-Wheatley, Arksey, Bentley-with-Arksey, Almoutholme Boddles, Doncaster Bridge End, Scawthorpe, Shaftolme, Stockbridge, Spotborough Parish and Township, Cadeby, Cusworth, Doncaster Bridge, Brodsworth Parish and Township, Pigburn, Scawby, Adwick-le-Street Parish and Township, Hampole Owston Parish and Township, Skellow, Carcroft, Holme, Burghwallis Parish and Township, Sutton, Robin-Hood's Well, Haywood, South Kirkby Parish and Township, South Elmsall, North Elmsall, Hampball Stubbs, Skelbrooke, Mensthorpe, Wrangbrook, Moorthorpe, Hooton Pagnell Parish and Township, Bilham, Moorhouse, Bilham Row, Badsforth Parish and Township, Upton, Thorp Audlin, Wentbridge, Hemsworth Parish and Township, Little Hemsworth, Felkirk Parish and Township, Havercroft with Cold Hiendley, South Hiendley, Shafton, Brierley, Upper Hiendley, Grimethorpe, Wragby Parish and Township, Hasle otherwise Hessele, Hill Top, West Hardwick, Huntswick-with-Foulby and Nostal, Winterset Ryhill, Ackworth Parish and Township, High Ackworth, Low Ackworth, Moor-top, Warmfield-with-Heath, Sharleston, Kirkthorpe, Agbrig, Newlaud-cum-Woodhouse Moor, Crofton Parish and Township, Birkwood, Sandall Magna Parish and Township, Cragglestone, Walton, Melthorpe Pledwick, Woodthorpe, Standbridge, and Hill Top, and terminating in the said parish of Crofton by a junction or junctions with the Wakefield, Pontefract, Doncaster, and Goole Branch of the Lancashire and Yorkshire Railway, at or near the point where

that railway passes under the Midland Railway. The said intended railway will be wholly situate in the West Riding of Yorkshire.

2. The Bill will incorporate a Company for the foregoing object, and will give to the same Company power to purchase lands, houses, and other property, compulsorily, for the purposes of the said intended railway, and to levy tolls, rates, and charges in respect thereof; and it will incorporate with itself all or some of the provisions of "The Companies' Clauses Consolidation Act, 1845;" "The Lands' Clauses Consolidation Act, 1845;" and "The Railways' Clauses Consolidation Act, 1845."

3. The said Bill will enable the Company to be thereby incorporated, and the Great Northern Railway Company to enter into arrangements for the working, maintenance, and use, by the Great Northern Railway Company of the intended railway, on payment of any sums, and on the receipt and apportionment of the tolls, charges, and revenue arising therefrom; and for the appointment of joint committees, and the delegation of powers to such committees.

4. For the purposes aforesaid it is intended to alter and enlarge the powers of "The Great Northern Railway Act, 1846," and of the several other Acts relating to the Great Northern Railway Company.

Duplicate plans and sections, describing the line and levels of the said intended railway, and the lands, houses, and other property which may be required for the same, books of reference to the plans containing the names of the owners and lessees, or of the reputed owners and lessees, and of the occupiers of those lands, houses, and other property, a published map shewing the general line and direction of the said railway, and a copy of this notice will, on or before the 30th day of November instant, be deposited at the office of the Clerk of the Peace for the West Riding of Yorkshire, at Wakefield, and a copy of so much of the plans, sections, and books of reference as relates to any parish in which any part of the said railway will be constructed, will, together with a copy of this notice, be deposited for public inspection, on or before the same 30th day of November with the parish clerk of every such parish, at his residence, and in case of any extra-parochial place, with the parish clerk of some adjoining parish, at his place of abode, and printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December next.

Dated this 12th day of November, 1858.

Baxters and Co., Doncaster.

Berks and Hants Extension Railway.

(Incorporation of Company for making Railway from Hungerford to Devizes; Arrangements with the Great Western Railway Company.)

A PPLICATION is intended to be made to Parliament, in the next session thereof, for leave to bring in a Bill to incorporate a Company, and to confer upon them the following, or some of the following, among other powers:—

1. To make and maintain a railway, with all necessary works, stations, approaches, and conveniences connected therewith, commencing by a junction or junctions with the Newbury and Hungerford Branch of the Great Western Railway, at or near the terminus thereof, in the parish of Hungerford, in the county of Berks, passing thence through or into the following parishes and places, or some of them; that is to say:—Edington and Newtown, Sanden Fee, otherwise Sandham Fee, Hungerford, Hungerford New Town, in the county

of Berks; Shalbourne Hungerford and Charnham Street, in the counties of Wilts and Berks, or one of them; Froxfield, Oakhill, Hensett, Chisbury, Little Bedwin, Wexcombe, Ham, Great Bedwin, Tedcombe and Martin, Free Warrens, Stock Crofton, Wilton, East Grafton, West Grafton, Wolfhall, Sudden, Kinwardston, Burbage Dorrels, Burbage Esturney, Burbage Savage, Burbage, Ram Alley, Brimslade, South Savernake, Wootton, Rivers, Easton, Clinch, Fyfield, Milton Abbots, Milton Havering, Milton Lilbourne, West Stowell, East Stowell, Wilcott, Oare, Draycott, West Shercott, East Shercott, Keptnell, Southcot, Little Salisbury, Pewsey, Down Pewsey, Huish, Manningford Abbots, Alton Priors, Overton, Alton Barnes, Manningford Bruce, Wilsford, Manningford Bohune, Rainscombe, North Newnton and Hillcott, Bottlesford, Honey Street, Woodborough, Charlton, Marden, Conock, Chirton, Broad Street, Puckshipton, Beachingstoke, Patney, Stanton Saint Bernard, All Cannings, Etchilhampton, Fullaway, Potterne, Urchfont, Wedhampton, Stert, Bishop's Cannings, Coate, Wick, Saint James or South Broome, Devizes, Roundaway, Nurstead, Bedborough and Saint John the Baptist, Devizes, in the county of Wilts; and terminating in the said parish of Saint John the Baptist, Devizes, by a junction with the Devizes Branch of the Wilts, Somerset, and Weymouth Railway, at or near the terminus thereof at Devizes.

2. To purchase lands, houses, and other property, compulsorily, for the purposes of the said Bill; to levy tolls, rates, and charges, in respect of the said intended railway; and to incorporate with the Bill all or some of the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" and "The Railways Clauses Consolidation Act, 1845."

3. To enable the Company and the Great Western Railway Company to enter into arrangements for the working, maintenance, and use, by the Great Western Railway Company, of the intended railway, or of any part thereof, and for the receipt and apportionment of the tolls, charges, and revenue arising therefrom, and for the appointment of joint committees; and for the purposes aforesaid the Bill will alter and enlarge the powers of the 5th and 6th William IV, c. 107, and of the several other Acts relating to the Great Western Railway Company.

Duplicate plans and sections, showing the lines and levels of the proposed railway, with a book of reference to such plans, containing the names of the owners, 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 Berks, at Abingdon, and for the county of Wilts, at Wilton; and on or before the same day, a copy of so much of the 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 residence, and in the case of any extra-parochial place, with the parish clerk of an adjoining parish, at his place of abode.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this tenth day of November, 1858.

Baxter, Rose, and Norton, 6, Victoria-street, Westminster;

Alexander Meek, Devizes;

T. B. and W. Merriman and Gwillim, Marlborough, Solicitors to the Bill.

Westminster Improvements.

(Sale and Lease of Lands discharged from Incumbrances; Application of Funds under order of the Court of Chancery; Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act:—

To alter and amend, or to repeal and consolidate, the whole or some of the powers and provisions of the several Acts relating to the Westminster Improvement Commissioners.

To enable the said Commissioners or Managers to be appointed in their place to sell and lease, with the approbation of the Court of Chancery, all or any part of the property acquired under the said Acts discharged from all incumbrances, and to make provision for the appointment of such managers, and for the payment and application of the purchase-money, under directions from the Court of Chancery, and for all Acts necessary for carrying such sales and leases into effect.

To incorporate in the said Act some powers and provisions of "The Companies Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" and "The Commissioners Clauses Act, 1847."

And notice is hereby also given, that on or before the 23rd day of December next, copies of the said Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 19th day of November, 1858.

R. H. Wyatt, 28, Parliament Street.

Tottenham and Edmonton Gas Light and Coke Company.

(Incorporation of Company and Increase of Capital; Supply of Gas to Tottenham, Edmonton, and Hornsey; Power to break up Streets, &c.; and extend limits of present Supply.)

NOTICE is hereby given, that the Tottenham and Edmonton Gas Light and Coke Company intend to apply to Parliament, in the ensuing session, for an Act to effect the following objects, or some of them:—

To alter, amend, or annul the Deed of Settlement under which the Company is now constituted, bearing date the 21st day of December, 1847, and to incorporate the shareholders of the Company under the same or a different name, and to vest in the incorporated Company the lands, property, rights, and powers vested in the existing Company, or in any persons or trustees in their behalf, and to enable the incorporated Company to hold, possess, and exercise the same and all such other powers as will the better enable them to carry out the purposes for which the existing Company was established, and the objects of the proposed Act.

To enable the incorporated Company to maintain and improve the works of the existing Company, and the gasometers and apparatus connected therewith, situate in the parish of Edmonton and county of Middlesex, and to manufacture and sell gas, coal, coke, and other products connected with gas, and to supply with gas the several parishes of Tottenham, Edmonton, and Hornsey, or any part or parts thereof, all in the county of Middlesex; and for the purposes of such supply, to break up turnpike-roads, highways, public and private streets, roads, bridges, and places within the limits aforesaid, and to lay down, maintain, alter, and repair, and from time to time renew mains, pipes, and other apparatus for the supply of gas.

To enable the incorporated Company to levy and receive rates, rents, and charges, and remunerations for such supply, and to alter any existing

rates, rents, and charges, and to confer, vary, or extinguish exemptions from rates, rents, and charges, and to confer, vary, or extinguish other rights or privileges; and to authorize the incorporated Company to acquire by agreement, and to purchase or take on lease, lands, houses, and other property, and to carry on all the business of a Gas Light and Coke Company; and to authorize contracts for the supply of gas to be entered into by and between the incorporated Company and corporations, commissioners, companies, public bodies, and persons within the limits aforesaid.

To fix and determine the amount of money, whether derived from capital or from profits, in respect of which the incorporated Company shall be entitled to receive dividends, and to authorize them to raise further moneys by shares, with or without a preference or priority, on payment of dividend or other advantages, and by borrowing, and to apply the money to be borrowed inter alia in discharge of the liabilities incurred by the existing Company or any of the directors thereof.

To incorporate with the said intended Act "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 said intended Act will, on or before the 23rd day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 18th day of November, 1858.

Wire and Child, 1, Turnwheel Lane, Cannon Street, City, Solicitors for the Company.

North Western Railway.

(Junction between Morecambe Branch and Lancaster and Carlisle Railway; Amendment of Acts.)

THE North Western Railway Company intend to apply to Parliament, in the next session thereof, for leave to bring in a Bill for all or some of the following, among other purposes:

To make and maintain a railway, with all necessary works, sidings, approaches, and conveniences connected therewith, to commence by a junction with the existing line of the Morecambe Branch of the North Western Railway, at a point distant fifteen chains from the bridge which passes the said railway over the highway leading from Sunderland to Lancaster, and near Scale-hall, in the township of Skerton, in the parish of Lancaster, in the county palatine of Lancaster, and to terminate by a junction with the Lancaster and Carlisle Railway, at or near the point where that railway crosses the public road or highway leading from Poulton-by-the-Sands, to Lancaster, within the township, parish and county palatine aforesaid.

To purchase lands and buildings, compulsorily or by agreement, for the purposes of the said intended railway, and to levy tolls, rates, and charges, in respect thereof.

To extend the time limited in the "North Western Railway Act, 1852," for the sale and disposal of certain lands at or adjoining the harbour at Morecambe, purchased by the North Western Railway Company, but which are not required by them for the purposes of their undertaking; to amend and extend the powers and provisions of the North Western Railway Acts, 1852 and 1857 (15 and 16 Vic., c. 135; 20 and 21 Vict., cap. 134).

A duplicate plan and sections describing the line and levels of the said new line of railway, and the lands and other property which may be re-

quired for the same, a book of reference to the plan containing the names of the owners and lessees, or of the reputed owners and lessees, and of the occupiers of those lands and other property, a published map shewing the general line and direction of the said railway, and a copy of this notice will, on or before the thirtieth day of November instant, be deposited at the office of the Clerk of the Peace for the county palatine of Lancaster, at Preston, and a copy of the plan, sections, and book of reference, will, together with a copy of this notice, be deposited for public inspection on or before the same thirtieth day of November, with the parish clerk of Lancaster, at his residence, and printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons, on or before the twenty-third day of December, 1858.

Dated this tenth day of November, 1858.

Baxter, Rose, and Norton,
6, Victoria-street, Westminster,
Solicitors for the Bill.

Queen Charlotte's Lying-in Hospital.

(Incorporating and Conferring Powers.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to incorporate the governors, trustees, donors, subscribers, and other parties interested, of, to, or in Queen Charlotte's Lying-in Hospital (sometime called the Queen's Lying-in Hospital,) in the parish of Saint Mary-le-bone, and county of Middlesex, or some of them, with power to sue and to be sued, to hold, purchase, and sell lands, tenements, and hereditaments, and to exercise and enjoy all the rights and privileges usually pertaining to corporations of a like nature; and to vest in such Corporation all the property, estates, rights, and interests now vested in Benjamin Bond Cabbell, Esquire, and Robert Biddulph, Esquire, their heirs and assigns, or any other person or persons, as trustees for or on behalf of the said hospital, and also to vest in the said Corporation all the personal estate and effects, debts, moneys, and property belonging to the said hospital, and to define the trusts upon which the real and personal estate and property of the said Corporation shall be held; to authorize the borrowing of money on the security of such estate and property; and to make such provisions for and with respect to the management and regulation of the estates, property, business, and affairs of the said Corporation, and the appointment and election, powers, and duties of the governors, directors, and officers thereof, as may be necessary or expedient; and to confer such powers, rights, and privileges as may be necessary for carrying the purposes of the said Bill into effect, and to vary or extinguish any rights or privileges inconsistent with the same.

Printed copies of the said Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December, 1858.—Dated this 18th day of November, 1858.

Richardson, Loch, and Maclaurin, 8, Great George-street, Westminster.

Bury St. Edmund's Gas.

(Amendment of Act; Consolidation of Shares; Increase of Capital.)

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

personal Act passed in the twelfth year of the reign of Her present Majesty, intituled, "An Act for incorporating the Bury Saint Edmund's Gas Company, and for better supplying the town and borough of Bury Saint Edmund's, in the county of Suffolk, with Gas;" and to enable the said Company to raise a further sum of money by shares and by borrowing, and to increase the amount of their capital by the creation of shares with or without a guarantee, or other preference or priority, in payment of dividend, or with other special rights and privileges, and to regulate the capital and borrowing powers of the said Company, and to grant powers for the consolidation of all or some of the shares of the capital of the Company; to confer, vary, or extinguish exemptions from payment of rates or duties, and to confer, vary, or extinguish other rights or privileges. And notice is hereby further given, that on or before the twenty-third day of December next, printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons.

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

Wm. Salmon, Solicitor, Bury Saint Edmund's.

Walmisley and Son, Parliamentary Agents, 5, Victoria-street, Westminster Abbey.

British and Canadian Telegraph Company,
Northern Line.

(Incorporation of Company; Powers to make and maintain Telegraphic Communication between Great Britain and Canada.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to incorporate a Company to make and maintain telegraphic communication from Great Britain to Canada, by way of the north coast of Scotland, the Faroe Islands, Iceland, Greenland, and the intervening seas to the coast of Labrador, and thence to Quebec, with all necessary works, stations, and conveniences connected therewith; and to confer powers on the said Company to purchase, by compulsion or otherwise, lands, houses, and other property in Great Britain for the purposes of the said intended undertaking, and to vary and extinguish all existing rights and privileges connected with the said lands, houses, and other property, and to confer all such other rights and privileges as may be necessary for effecting any of the purposes aforesaid; and to enable the Company to use, compulsorily or otherwise, for the purposes of the said undertaking, any streets, roads, highways, thoroughfares, canals, towing-paths, rivers, and railways.

And it is proposed by the said intended Act to confer powers on the said Company to raise capital by the issue of shares and by borrowing on mortgage or bond, and to make agreements with other telegraph companies and persons for the working of the said undertaking, in connection with other telegraphic undertakings, and to levy rates and charges for the use of the said telegraphic communication, and for all messages connected therewith.

Printed copies of the Bill for effecting the objects specified in this notice will, on or before the 23rd day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 15th day of November, 1858.

Theodore Martin, 10, New Palace-yard, Westminster, Parliamentary Agent.

[In Parliament, Session 1859.]

Leominster and Kington Railway Amendment Act.

THE Leominster and Kington Railway Company intend to apply to Parliament next session for leave to bring in a Bill to alter, amend, and enlarge some of the powers and provisions of "The Leominster and Kington Railway Act, 1854," and by the said Bill to effect the following among other objects:

1. To authorise the Company to maintain their railway across and on the level of the turnpike road, in the parish of Penbridge, in the county of Hereford, numbered 5, and the public roads numbered 3 and 6, in that parish, in the deposited plans of the said railway referred to in the said Act, such level crossing being in accordance with the section deposited together with the said plans.

2. To attach to all or any of the shares which the Company are authorised to issue a preference or priority of dividend, or other advantage over the ordinary shares in the Company.

3. To alter and reduce the quorum, which is at present necessary to constitute a meeting of the Company, whether ordinary or extraordinary.

Printed Copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this sixth day of November, 1858.

Baxter, Rose, and Norton,
6, Victoria-street, Westminster.
T. W. Davies, Leominster.

Indian and Australian Telegraph Company
(Limited).

(Extension of Operations to other Countries; Further Powers; and Arrangements with other Companies and Governing Bodies.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill to incorporate, or to reincorporate, the members of the Indian and Australian Telegraph Company (limited), by the same or some other name, for the purpose of constructing and working lines of telegraph between India, Ceylon, Singapore, Australia, and China, or some of them, or to; from, and between such other countries and places as the Company think fit; and to confer upon the intended Company all proper powers for the purposes aforesaid; to apply to the intended Company the provisions of "The Companies' Clauses Consolidation Act, 1845," in lieu of those, or some of those, of "The Joint Stock Companies' Acts;" and to alter or rescind, so far as may be requisite, the existing constitution of the Company; to regulate, define, and determine the domicile, constitution, and management of the intended Company, their capital, the number and amount, rights, and privileges of the shareholders, the powers of raising money by shares and borrowing; the locality of shares and securities, and the authorisation of proxies; and the number, powers, qualification, and remuneration of directors; to enable the intended Company to appoint directors and other officers in and for any colonies, British territories, or possessions, and foreign countries, and to establish offices therein for the issue, transfer, and registration of shares and securities; to authorise and give effect to contracts and arrangements between the intended Company and Her Majesty's Government, the Council of India, the Council of the Governor-General of India, and any colonial, provincial, and foreign governments,

and the officers thereof respectively, the Red Sea and India Telegraph Company, and any other companies, bodies, and persons, with reference to the promotion, execution, working, and use, surrender, sale, leasing, management, supervision, and control of the undertaking of the intended Company, the guarantee of interest and dividend on their capital and loan, or any part thereof, the appointment of additional and ex-officio directors of the intended Company, and of any such other Company, and any other matters connected with the objects of the intended Company, and also with reference to the acquisition and undertaking by the intended Company, of the business of any other Telegraph Company, and the use and working by the intended Company of other lines of telegraph; to enable the intended Company to purchase, take, and hold lands and other hereditaments in Great Britain and Ireland, and in any colonies, British possessions, and foreign countries, and to confer upon them other rights and privileges, and to vary and extinguish some of their existing rights and privileges.

And notice is hereby also given, that on or before the 23rd day of December next, printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons.

Dated the 15th day of November, 1858.

Hoddings, Townsend, and Lee, Solicitors for the Bill, 7, Delahay-street, Westminster.

Carlisle to Penrith, and Penrith to Eamont Bridge Turnpike Roads.

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

NOTICE is hereby given, that application will be made to Parliament, in the ensuing session, for leave to bring in a Bill to continue and extend the term, and alter, amend, and enlarge the powers and provisions of an Act passed in the 11th year of the reign of his Majesty King George the Fourth, intituled, "An Act for more effectually repairing the road from Carlisle to Penrith, and from Penrith to Eamont Bridge, in the county of Cumberland," or to repeal the said Act, and grant further and more effectual powers instead thereof, to authorise the formation of a separate and distinct board of trustees, at Carlisle, for the management and repair of that part of the said road, which extends from the city of Carlisle to High Heskett, and a separate and distinct board of trustees, at Penrith, for the management and repair of that part of the said road which extends from High Heskett to Penrith, and from Penrith to Eamont Bridge, and to alter the tolls authorised to be taken by such Act, and to levy and collect other tolls upon the roads vested in the trustees by virtue of such Act, to vary or extinguish exemption from payment of tolls, whether conferred by such Act or by the Public General Acts relating to turnpike roads in England, and to confer other exemptions from payment of such tolls, to alter the application of the money now arising from the tolls, and other sums of money received upon or in respect of the said roads, to alter the rate of interest now payable upon the principal monies due and owing upon the credit of the tolls, and to fix the rate of interest hereafter to be paid in respect of such debt, to make arrangements for the liquidation or relinquishment of arrears of interest, and the apportionment, payment, composition, or discharge of the mortgage and other debts and liabilities upon such roads, to determine the proportion of the tolls to be applied in the repair of the said roads, and the sums of money to be contributed by the parishes and townships through which such roads pass, and to adjust or

prescribe the existing and future liabilities of such parishes or townships towards such repairs, to vary or extinguish some of the rights and remedies of the mortgagees and other creditors, and any other rights or privileges which may interfere with the objects of the Bill, and to make other arrangements for the effectual repair and management of the roads, and the apportionment, payment, composition, discharge, alteration, or relinquishment of the interest and principal of the mortgage and other debts, and the adjusting, apportioning, and settling of existing rights, obligations, and liabilities with respect to the repair of the roads, and such mortgage and other debts.

Printed copies of the Bill will, on or before the 23rd day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated the 3rd day of November, 1858.

McDougall and Newall,
Parliamentary Agents,
44, Parliament-street, Westminster.

Thames Watermen and Lightermen.

(Repeal or Amendment of Acts relating to the Master Warden and Commonalty of Watermen and Lighterman of the River Thames, 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, and to pass an Act, to vary or extinguish the whole or some of the rights and privileges of the freemen of the Company of "The Master Warden and Commonalty of Watermen and Lightermen of the river Thames," and to alter and amend, or to repeal all or some of the powers and provisions of an Act passed in the seventh and eighth years of the reign of His Majesty King George IV, (cap. 75), entitled "An Act for the better regulation of the Watermen and Lightermen on the river Thames between Yantlet-creek and Windsor," and of another Act, passed in the fourth and fifth years of the reign of Her Majesty Queen Anne, entitled "An Act for the encouragement and increase of seamen, and for the better and speedier manning of Her Majesty's Fleet," and particularly such of the provisions of the last-mentioned Act as subject watermen, barge-men, lightermen, and wherry-men of the river Thames to be called upon to serve on board of Her Majesty's Fleet; and also such of the powers and provisions of the first-mentioned Act as impose fines upon persons not being freemen of the said Company, or an apprentice to a freeman, or to the widow of a freeman for working or navigating any wherry, lighter, or other craft upon the river Thames; and also such provisions as prohibit the owners of wherries, lighters, barges, and other craft from letting or using the same for hire or gain, and all other provisions of an exclusive nature, and to repeal any other power or privilege vested in or belonging to the said Company, under the provisions of the said first-mentioned Act or otherwise; and to make provisions for extinguishing wholly, or in part, the said Company, or for the better regulation of the same; and for the better management and regulation of all vessels and craft navigating the river Thames, and the several owners of and persons employed in such vessels and craft, or to transfer all or some of the existing powers of the said Company, and the powers to be created under the intended Act, as well as the rights and powers of the Mayor and Court of Alderman of the city of London with reference to the said Company to the Conservators of the river Thames appointed by the "Thames Conservancy Act, 1857," or to such other body or

persons as Parliament shall determine; and to empower such commissioners, body, or persons to make bye-laws, and to levy tolls, rates, or charges, and to alter or wholly do away with any existing tolls, rates, charges, or fees levied or charged by the said Company; and to do all other necessary Acts, matters, and things, for the good government and regulation of all vessels and craft navigating the said river, and of the several owners thereof and persons employed therein.

And notice is hereby further given, that copies of the said Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 10th day of November, 1858,

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

Hinckley and Melbourne 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 and extend the term, and to alter, amend, and enlarge some of the powers and provisions of an Act passed in the ninth year of the reign of His Majesty King George the Fourth, intituled "An Act for repairing the road from Hinckley to Melbourne Common and other roads communicating therewith, in the counties of Leicester and Derby," or to repeal the said Act, and to grant other and more effectual powers and provisions in lieu thereof. And notice is hereby further given, that it is intended to apply for powers to levy and collect tolls, rates, or duties upon the said roads, to alter or vary the existing tolls, rates, or duties, to confer, vary, or extinguish exemptions from payment of tolls, rates, or duties, and to confer, vary, or extinguish other rights and privileges. And it is intended by the said Act to alter or vary the application of the money arising from the tolls, rates, or duties to be levied and collected upon the said roads, and to alter or vary existing provisions relative to the payment of the interest and principal of the debt due and owing on the credit of the tolls, rates, or duties levied and collected upon the said roads, and to pay off, compound, or make other arrangements with respect to the existing mortgages, debts and charges on the said roads, and the tolls, rates, or duties, and to provide for altering the present and fixing the future rate of interest payable in respect of such debts or the proportion of tolls, rates, or duties, to be applied in payment of interest and principal, and to make other provisions with respect to the existing or unclaimed debts, and with respect to the liquidation or extinguishment of any arrears of interest thereon, and of other charges and liabilities on the said roads, and with respect to the ordering, arranging, and confirming the securities of the creditors upon the tolls, rates, or duties authorised to be levied and collected upon the said roads, and to such other matters as Parliament shall deem proper or necessary.

And notice is hereby also given, that printed copies of the proposed Act will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 30th day of October, 1858.

Thomas Fisher.

Solicitor and Clerk to the Trustees.
Ashby-de-la-Zouch.

Walmisley and Son,
Parliamentary Agents, 5 Victoria-street,
Westminster Abbey.

No. 22204.

N

Metropolitan Railway.

(Abandonment of Undertaking and Dissolution of Company).

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

To authorise the abandonment of the railway, branch railway, and works, authorised to be made by "The Metropolitan Railway Act," 1854," "The Metropolitan Railway (Deviation) Act, 1855," "The Metropolitan Railway (Great Northern Branch and Amendment) Act, 1856," and "The Metropolitan Railway (Amendment) Act, 1857," and to amend and ultimately repeal the said several Acts.

To obtain the transfer to the Company incorporated by "The Metropolitan Railway Act, 1854," of the several sums of money, with the dividends and interests thereon, deposited with the Court of Chancery, pursuant to the standing orders of both Houses of Parliament, and the Act of 9 Vict., cap. 20, and referred to in sections 102 and 103 of "The Metropolitan Railway Act, 1854."

To dissolve "The Metropolitan Railway Company," and to make provision for winding up its affairs.

To vary or extinguish rights and privileges granted by the said Acts, and also to vary or extinguish all contracts, agreements, or arrangements made with any Company, corporation, owners, lessees, and occupiers of property, or other parties, with reference to the undertaking.

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

To make all provisions incidental or accessory to the purposes aforesaid.

Printed copies of the intended Bill will, on or before the 23rd day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 8th day of November, 1858.

Burchells,

5, Broad Sanctuary, Westminster.

Great Western and Brentford Railway.

(Power to raise additional Capital; Lease or Sale of the undertaking to the Great Western Railway Company; amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to introduce a Bill, and to pass an Act, to authorize and enable the Great Western and Brentford Railway Company to raise further sums of money by mortgage, or by the creation of new shares in their undertaking, or partly by mortgage and partly by shares, and to guarantee such amount of interest on the shares so to be created, and to attach to such shares or any of them such preference or priority in payment of dividend as they may think fit, or as may be provided by the said intended Act. And it is also proposed by the said intended Act, to enable the Great Western and Brentford Railway Company to let on lease, and for the Great Western Railway Company to take on lease, the whole or any portion of the undertaking of the Great Western and Brentford Railway Company, as authorized by "The Great Western and Brentford Railway Act, 1855," for such term of years as may be agreed upon or in perpetuity; and to enable the Great Western Railway Company to levy tolls, rates, and charges upon the railway, docks, and works included in any such lease, and, if necessary, to alter and vary the tolls and charges now authorized to be levied thereon, and to confer other rights

and privileges, and to confirm any agreements which may be or may have been entered into between the said Companies or their respective boards of directors touching such lease, or relating to the conduct, use, and management of the Great Western and Brentford Railway and Docks.

And it is proposed by the said intended Act, to alter, vary, or repeal some or any of the provisions of "The Great Western and Brentford Railway Act, 1855," and "The Great Western and Brentford Railway Amendment Act, 1857," and of the several Acts hereinafter mentioned, relating to or affecting the Great Western Railway Company (that is to say):—local and personal Acts 5 and 6 Wm. IV., cap. 107; 6 Wm. 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. (sess. 2), cap. 28; 6 Vic., cap. 10; 7 Vic., cap. 3; 7 and 8 Vic., caps. 68 and 99; 8 and 9 Vic., caps. 40, 42, 53, 115, 155, 156, 184, 188, 190, and 191; 9 Vic., cap. 14; 9 and 10 Vic., caps. 166, 181, 236, 239, 240, 250, 251, 274, 275, 278, 307, 308, 313, 315, 335, 337, 338, 369, and 402; 10 and 11 Vic., caps. 60, 72, 76, 80, 91, 101, 109, 144, 149, 154, 226, and 242; 11 and 12 Vic., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 12 and 13 Vic., caps. 6, 7, 55, and 85; 13 and 14 Vic., caps. 44, 98, and 110; 14 and 15 Vic., caps. 48, 81, and 131; 15 and 16 Vic., caps. 125, 133, 140, 145, 146, 147, 165, and 168; 16 and 17 Vic., caps. 121, 153, 175, and 212; 17 and 18 Vic., caps. 108, 120, 158, 202, and 222.

And notice is hereby further given, that on or before the 23rd day of December, 1858, printed copies of the Bill for effecting the objects specified in this notice, or some of them, will be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1858.

R. H. Wyatt, 28, Parliament-street,
Westminster, Parliamentary Agent.

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for
Inventions.

1667—1858.

NOTICE is hereby given, that a petition, declaration, and complete specification in the name of Michael Shanty, of 5, Meard's-street, Dean-street, Soho-square, in the county of Middlesex, applying for letters patent for the invention of "a mercurial level to show the height of liquids in enclosed and opaque vessels, vases, and principally for steam-boilers."—A communication from Edward Legris, of Paris; advertised in the London Gazette on the 30th day of July last, and the records relating thereto in the Office of the Commissioners for Patents have been severally amended by the substitution of the name of *Michael Shanly* for *Michael Shanty*, the same having been written Michael Shanty in error.

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for
Inventions.

NOTICE is hereby given, that provisional protection has been allowed

1740. To Charles de Bergue, of No. 9, Dowgate-hill, in the city of London, Engineer, for the invention of "improvements in submarine telegraphic cables, and in machinery for paying out or laying down the same."

On his petition, recorded in the Office of the Commissioners on the 31st day of July, 1858.

2437. To Louis Beaver, of Manchester, in the county of Lancaster, Jeweller, for the invention of "an improvement in 'sleeve links.'"

2439. To Marc Antoine François Mennons, of the British and Foreign Patent Offices, 39, Rue de l'Echiquier, Paris, in the Empire of France, for the invention of "an improved combination for the production of voltaic electricity, and its application as a curative agent to certain parts of the human body."—A communication.

2441. To Nehemiah Brough, Machinist, of Birmingham, in the county of Warwick, for the invention of "certain improvements in buttons, and in the means of attaching them to garments, which said means is also applicable for other purposes."

2443. To John Lancaster, of Belfast, in the county of Antrim, Ireland, for the invention of "a new or improved method of driving and curbing horses."

2445. To Andrew Barclay, residing in Kilmarnock, in the county of Ayr, North Britain, Engineer, for the invention of "certain improvements in electric and magnetic, or electromagnetic telegraphs applicable to submarine and land communication."

2447. To James Sampson, John Machon, and James Bartholomew, all of Sheffield, for the invention of "improvements in railway carriage-brakes."

2449. And to Nathaniel Shattswell Dodge, of 44, Saint Paul's Church Yard, in the city of London, Merchant and Manufacturer, for the invention of "improvements in treating waste vulcanized india rubber."—A communication.

On their several petitions, recorded in the Office of the Commissioners on the 2nd day of November, 1858.

2451. To Charles Finlay Oliphant Glassford, of Greenwich, in the county of Kent, Chemist, for the invention of "improvements in the manufacture of manure from the excreta of towns."

2453. To Victor Blumberg, of Bloomfield Lodge, Notting Hill, in the county of Middlesex, Gentleman, for the invention of "improvements in the construction of slate billiard-tables, which improvements are also applicable for other useful purposes."

2455. To Daniel Fryer, Thomas Leach Cross Watt, and William Holmes, all of No. 48, Paternoster-row, in the city of London, for the invention of "improvements in tanning hides and skins."

2457. To Peter Alfred Mawdsley, of Seacombe, in the county of Chester, Smalt Manufacturer, for the invention of "the use or application of a certain substance or substances in the manufacture, stiffening or sizing of paper."

2459. And to Frederick Bernhard Busse, of Carlton-terrace, Sydenham-park, in the county of Kent, Gentleman, for the invention of "improvements in breech-loading fire-arms."—A communication from Mr. Theodor Knauth, of Leipsic.

On their several petitions, recorded in the Office of the Commissioners, on the 3rd day of November, 1858.

2461. To John Oxley, of Camden Town, for the invention of "improvements in carriages and wheel vehicles."

2463. To George Palmer Evelyn, of Eccleston-terrace, in the county of Middlesex, Esq., for the invention of "the improvement of the form of the stocks of rifles, carabines, and other fire arms."

2465. To Colin Mather, of Salford, in the county of Lancaster, Machinist, for the invention of "improvements in drying yarns while in the hank."

2467. To Richard Archibald Brooman, of 166, Fleet-street, in the city of London, E.C., Patent Agent, for the invention of "improvements in treating air and gases and the employment of the same for obtaining motive power."—A communication."

2469. And Adolf Friedmann, of Frankfort-on-the-Maine, Manufacturer of Jewellery, for the invention of "an improvement in bracelets, necklets, and rings."

On their several petitions, recorded in the Office of the Commissioners on the 4th day of November, 1858.

2471. To Thomas Till, of Hooper-street, in the borough of Birmingham, in the county of Warwick, Mechanic, for the invention of "improvements in machinery for making nails, and for other analogous purposes where metal is compressed by dies or stamps."

2473. To Carl Jacob Tjäder, of Stockholm, in the Kingdom of Sweden, Gentleman, for the invention of "improvements in gun carriages, and in apparatus for lessening recoil."

2475. To David McClure, of Heaton Norris, in the county of Lancaster, Cotton Manufacturer, for the invention of "an improvement in the machinery used for the drying of yarn, thread, cloth, or other wet fabrics."

2477. To Louis Schwartz Korf and Ferdinand Carl Philippson, both of Berlin, for the invention of "improvements in machinery for boring holes in rocks and minerals, for blasting and other similar purposes."

2479. And to Robert Eardley Pinhey, of Woolstan, in the county of Hampshire, and John Wood, of 58, High-street, Southampton, in the town and county of Southampton, Hampshire, for the invention of "improvements in apparatus for ascertaining the variation of ships' compasses for local errors."

On their several petitions, recorded in the Office of the Commissioners on the 5th day of November, 1858.

2481. To Herbert Newton Perrice, of Witton House, near Norwich, for the invention of "improvements in machinery for tunnelling and driving galleries through rock and other strata."

2483. To Benjamin Woolf Jonas and Reuben Jones, both of Southwark, in the county of Surrey, for the invention of "an improved ship's block."

2485. To John Cliff, of the Imperial Potteries, Lambeth, in the county of Surrey, for the invention of "improvements in the construction of kilns for burning stoneware, red clay ware, porcelain, and all other kinds of earthenware."

2487. To Wilhelm Ziervogel, of Hettstädt, near Eisleben, in the Kingdom of Prussia, for the invention of "improvements in apparatus for distilling products from bituminous coal, schist, peat, and other like substances."

2489. And to James Jackson, Aaron Fisher, and John Jones Harney, of Sheffield, in the county of York, Crinoline Manufacturers, for the invention of "improvements in the manufacture of strips or bands of steel, and in the machinery or apparatus to be employed therein."

On their several petitions, recorded in the Office of the Commissioners on the 6th day of November 1858.

2491. To John Richmond, Engineer and Machinist, of 21, Carlisle-terrace, Fairfield-road, Bow, in the county of Middlesex, Joseph Quick, junior, and Alexander Fraser, Civil Engineers, both of Sumner-street, Southwark, in the county of Surrey, for the invention of "construction of a meter for measuring water, spirits, or any other fluids."

2493. To Emile Alcan, of 4, Coleman Street-buildings, in the city of London, Merchant, for the invention of "an improved method of treating or preparing materials to be manufactured into paper, applicable to lie-washings in general."—A communication."

2495. To Jonathan Wardill, of Commercial-road East, in the county of Middlesex, Engineer, for the invention of "improvements in purchases for the raising and lowering of weights by means of chains especially applicable to ships capstans and windlasses."

2497. To William Hale, of 6, John-street, Adelphi, in the county of Middlesex, for the invention of "improvements in rockets."

2499. To Thomas Beaumont Marshall, of the firm of Trimby and Co., of Queen-street, Cheapside, in the city of London, Musical Instrument Manufacturers, for the invention of "improvements in drums."

2501. And to Joseph François Amblet and Auguste Polart, both of Amiens, in the Empire of France, Manufacturers, for the invention of "improvements in the manufacture of elastic fabrics."

On their several petitions, recorded in the Office of the Commissioners on the 8th day of November, 1858.

2503. To John Samuel Daves, of Smethwick-house, near Birmingham, Gentleman, for the invention of "a new or improved machine to be used for cultivating land, and which may be made applicable as a hoe, a skim, a turf or peat cutter; and a new or improved method of actuating the said machine and other machines used for like operations."

2505. To John Louis Jullion, Paper Maker, of Stoneywood-works, Aberdeen, N.B., for the invention of "improvements in the manufacture of paper."

2507. To Andrew Henderson, of Gloucester-place, Portman-square, in the county of Middlesex, Master Mariner, for the invention of "improvements in vessels and in applying rudders thereto."

2509. To Charles Addison Bulkley, of the city, county, and state of New York, in the United States of America, for the invention of "improvements in the apparatus for ginning and cleaning cotton."—A communication from Stephen Rollins Parkhurst, of said New York City, now residing in said United States.

2511. To Samuel Stephens Marling, of Stanley-park, in the county of Gloucester, Esq., and James Apperly, of Dudbridge, near Stroud, in the same county, Woollen Cloth Manufacturer, for the invention of "improvements in the construction of fulling machines."

2513. To Alfred Vincent Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Mechanical Draughtsman, for the invention of "improved apparatus for obtaining extracts or decoctions."—A communication.

2515. And to Richard Archibald Brooman, of 166, Fleet-street, in the city of London, E. C., Patent Agent, for the invention of "improvements in electric telegraphing."—A communication.

On their several petitions, recorded in the Office

of the Commissioners on the 9th day of November, 1858.

2517. To John Norman, Engineer, and Robert Hannah, Potter, both of Glasgow, in the county of Lanark, North Britain, for the invention of "improvements in furnaces."

2519. To John Buchanan, of Greenock, in the county of Renfrew, North Britain, Gentleman, for the invention of "improvements in propelling vessels, ships, and boats."

2521. To Gustave Schmidt, of No. 2, Caroline-street, Bedford-square, in the county of Middlesex, for the invention of "improvements in the construction of core bars."

2523. To Gustave Schmidt, of No. 2, Caroline-street, Bedford-square, in the county of Middlesex, for the invention of "improvements in the manufacture of cast-iron pipes."

2525. To Gustave Schmidt, of No. 2, Caroline-street, Bedford-square, in the county of Middlesex, for the invention of "improvements in ladles employed when casting metals."

2527. And to Charles Tiot Judkins, of No. 32, York-road, Lambeth, in the county of Surrey, Engineer, for the invention of "improvements in gas regulators."

On their several petitions, recorded in the Office of the Commissioners on the 10th day of November, 1858.

2529. To James Lees, of Oldham, in the county of Lancaster, Tin-plate Worker, and William Lees, of the same place, Engineer, for the invention of "an improvement in the construction of oil-cans."

2531. To Frederick Herbert Maberly, of Stowmarket, in the county of Suffolk, Master of Arts, for the invention of "improvements in the construction of ships of war and other vessels, their machinery and appurtenances."

2533. To Alfred Vincent Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Mechanical Draughtsman, for the invention of "improved apparatus for securing doors of safes, closets, and apartments."—A communication.

2535. To James Rae, of Alpha-road, New-cross, in the county of Kent, for the invention of "improvements in cisterns suitable for containing water for household uses."

2537. And to John Buchanan, of Greenock, in the county of Renfrew, North Britain, Gentleman, for the invention of "improvements in propelling vessels, ships, and boats."

On their several petitions, recorded in the Office of the Commissioners, on the 11th day of November, 1858.

2539. To James Ogden, of Liverpool, in the county of Lancaster, Commission Agent, for the invention of "improvements in shuttles for looms."

2541. And to Dan Turner, of 90, High-street, Whitechapel, in the county of Middlesex, for the invention of "improvements in the manufacture of wood soles for clogs, boots, and shoes."

On both their petitions, recorded in the Office of the Commissioners, on the 12th day of November, 1858.

2543. To Mark Nield Mills and Nathan Sidebotham, both of Ashton-under-Lyne, in the county of Lancaster, Machinists, for the invention of "certain improvements in looms for weaving."

2545. To James Wadsworth, of Salford, in the parish of Manchester, and county of Lancaster, Machinist, for the invention of "improvements

in the construction of moveable or adjustable heels for boots and shoes, and of spurs adapted thereto, and to be used therewith."

2547. To John Courage, of Horsleydown, in the county of Surrey, Brewer, and Frederick Bennett, of Holywell, in the county of Flintshire, Smelter, for the invention of "improvements in furnaces for reducing and smelting ores, scoria, slag, and waste."

2549. To David Auld, of Glasgow, in the county of Lanark, North Britain, Engineer, for the invention of "improvements in furnaces and boilers, and in the generation and treatment of steam."

2551. To Louis Petre, of Hatton-garden, in the county of Middlesex, Glass Silverer, for the invention of "improvements in the application of glass to ornamental and useful purposes."

2553. To Manuel Leopold Jonas Lavater, of the Strand, in the county of Middlesex, India Rubber Manufacturer, for the invention of "improvements in the manufacture of mats, coverings for floors and other surfaces, and other cellular articles when india rubber compounds are used."

2555. To Alonzo Buonaparte Woodcock, and John Macmillan Dunlop, both of Manchester, for the invention of "improvements in covering rollers, shafts, and tubes of any figure or material, with elastic shells or covers of vulcanized india rubber, or other elastic substance, and in turning or grinding the surfaces of such elastic covers or shells."

2557. And to Matthew Pullan, of Horsforth, near Leeds, in the county of York, Bleacher, for the invention of "improvements in machinery for drying yarns and other materials."

On their several petitions, recorded in the Office of the Commissioners on the 13th day of November, 1858.

2559. To Selim St. Clair Massia, of No. 1B, Welbeck-street, Cavendish-square, London, in the county of Middlesex, for the invention of "a new economical guard for candles and wax lights."

2561. To Allan Dick, of Holywell, in the county of Flint, Metallurgist, for the invention of "a new or improved manufacture of a yellow pigment."

2563. To Bartolommeo Predavalle, of Hart-street, in the county of Middlesex, Civil Engineer, for the invention of "improvements in producing or obtaining motive power."

2565. To Mariel Gripon Deschamps, and Antoine Joseph Quinche, of No. 40, Rue Beaubourg, Paris, and of No. 53, Chancery-lane, in the county of Middlesex, Metallurgists and Jewelers, for the invention of "a new compound metal which they term Lutetia Metal."

2567. And to William Clark, of No. 53, Chancery-lane, in the county of Middlesex, Engineer and Patent Agent, for the invention of "a new mode of advertising."—A communication from Messrs. Berson and Beaujanot.

On their several petitions recorded in the Office of the Commissioners, on the 15th day of November, 1858.

2569. To John Brennand, of Manchester, in the county of Lancaster, Calico Printer, for the invention of "improvements in the method of effecting the locomotion of carriages, which improvements are also applicable to other similar purposes."

2571. To Joseph Constant Boisneau, of Chatellerault, in the French Empire, Engineer, for the invention of "an improved horse-mill or gear."

2573. To James Samuel, of Great George-street, in the city of Westminster, Civil Engineer, has given the like notice in respect of the invention of "improvements in sleepers or bearers for rails."

2577. And to Theodor Knauth, of New York, in the United States of America, Merchant, but now residing at Morley's Hotel, in the city of Westminster, for the invention of "improvements in fire arms and ordnance."—A communication.

On their several petitions, recorded in the Office of the Commissioners on the 16th day of November, 1858.

2579. To Frederick Albert Gatty, of Acerington, in the county of Lancaster, Manufacturing Chemist, for the invention of "improvements in producing certain colours on cotton, linen, and silk fabrics."

2591. To Matthew Andrew Muir, of Glasgow, in the county of Lanark, North Britain, Machinist, and James McIlwham, of the same place, Machinist, for the invention of "improvements in looms for weaving."

2583. To Charles Frédéric Vasserot, of No. 45, Essex-street, Strand, London, Patent Agent, for the invention of "a flat clothes smoothing-iron, with moveable handles."—A communication from Francisque Rousserie, residing at Marseilles, in the Empire of France.

2585. To Daniel Webster Hayden, of No. 4, Coleman-street, Arlington-square, in the county of Middlesex, Engineer, for the invention of "improvements in apparatus for heating water and other liquids."

2587. To John Robertson, of Saint Ninians, in the county of Stirling, North Britain, Gentleman, for the invention of "improvements in musical instruments."

2589. To Edmund Mellor, of Rochdale, in the county of Lancaster, Engineer, for the invention of "improvements in mules and other machinery for spinning cotton and other fibrous substances, whereby the cop will be built much firmer, and prevent snarls in the yarn."

2591. To John Brennand, of Manchester, in the county of Lancaster, Calico Printer, for the invention of "an improvement in ploughs, and in other agricultural implements, and in the method of driving the same."

2593. To Samuel Wheatcroft, of Brudenell-place, New North-road, in the county of Middlesex, Engineer, for the invention of "improved apparatus for uniting lace to blond and other fabrics."

2595. To William Clark, of No. 53, Chancery-lane, in the county of Middlesex, Engineer and Patent Agent, for the invention of "a process of thickening, strengthening, and improving tanned hides."—A communication from Antoine Louis Adolphe Favier, residing at Nancy, in the Empire of France.

2597. And to William Clark, of No. 53, Chancery-lane, in the county of Middlesex, Engineer and Patent Agent, for the invention of "an improved bit or bridle for horses."—A communication from Léonard Varéille and Louis Henry Drevet.

On their several petitions, recorded in the Office of the Commissioners on the 17th day of November, 1858.

In Chancery.

In the Matter of the Joint Stock Companies Winding-up Acts, 1848 and 1849, and of the Joint Stock Companies Act, 1856; and in the Matter of the Plumstead, Woolwich, and Charlton Consumers Pure Water Company; and the Plumstead, Woolwich and Charlton Consumers Pure Water Company (Limited).

NOTICE is hereby given that Vice-Chancellor Sir Richard Torin Kindersley, the Judge to whose Court the winding up of these matters is attached, will, at his chambers, No. 3, Stone Buildings, Lincoln's-inn, in the county of Middlesex, on Thursday, the 2nd day of December, 1858, at one o'clock in the afternoon, or at such other adjourned time or place as he may then or afterwards fix, appoint an official manager of the said Companies; and notice is hereby also given that all parties interested are entitled to attend at such time and place, and to offer proposals or objections as to any such appointment.—Dated this 25th day of November, 1858.

Vice-Chancellor Kindersley, at Chambers.

In the Matter of the Joint Stock Companies Winding-up Acts, 1848, 1849, and 1857, and of the East Dean Coal and Iron Mining Company.

BY direction of the Vice-Chancellor Sir Richard Torin Kindersley, the Judge of the High Court of Chancery charged with the winding up of the above-named Company, notice is hereby given that the said Judge will proceed, on Monday, the 13th day of December, 1858, at two of the clock in the afternoon, at his chambers, No. 3, Stone-buildings, Lincoln's-inn, in the county of Middlesex, to settle the list of contributories of the said Company, and that after such list shall have been settled no party affected thereby will be allowed to dispute the same, without leave of the High Court of Chancery first obtained.—Dated this 22nd day of November, 1858.

CONTRACTS FOR FRESH BEEF.

Department of the Comptroller for Victualling, Somerset-House, November 16, 1858.

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 Monday the 6th December next, at half past 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, 1859, both days included, viz. :—

ENGLAND, &c.

Brixham
Chatham.
Cowes.
Dartmouth
Deal, and in the Downs.
Dover
Douglas, Isle of Man.
Exmouth
Falmouth.
Grimsby
Harwich.
Hastings

Holyhead
 Hull
 Jersey and Guernsey
 Littlehampton
 Liverpool
 London-bridge to Gravesend (inclusive)
 Lyme
 Lymington
 Newhaven.
 Penzance
 Poole
 Portland and Portland Roads.
 Portsmouth (Oxon)
 Ramsgate
 Sheerness.
 Southampton
 Swansea
 Weymouth
 Whitstable.
 Yarmouth.

SCOTLAND.

Aberdeen
 Bernera (Hebrides).
 Campbeltown
 Cromarty
 Glasgow
 Granton
 Greenock
 Kirkwall.
 Leith
 Montrose
 Oban
 Queensferry
 Stornoway

IRELAND.

Bantry Bay
 Berehaven
 Carlingford
 Carrickfergus.
 Castletownsend
 Galway
 Kilrush
 Kingstown and Dublin.
 Londonderry
 Queenstown and Kinsale.
 Rathmullen
 Sneem (Kenmare River)
 Waterford

Separate tenders must be made for each port, and no attention will be paid to any offers not so made.

None of the contracts to be sub-let, and the contracts for 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.

A form of the tender may be obtained, and the conditions of the revised contracts, to which particular attention is called, may be seen at this office, or by applying to the Superintendents of the Victualling Establishments at Deptford and Gosport; the Superintendents of Her Majesty's Dockyards at Woolwich, Chatham, and Sheerness; the Clerk in charge of Her Majesty's Yard at Deal; the Agent for the Victualling at Haulbowline; the Agent for Transports at Leith; the Officers conducting the Packet Service at Dover, Liverpool, and Southampton; the Secretary to the Postmaster-General, Dublin; to the Collectors of Her Majesty's Customs at Cowes, Dartmouth, Douglas, Falmouth, Grimsby, Harwich, Hull, Jersey and Guernsey, Lyme, Newhaven, Yarmouth, Penzance, Poole, Ramsgate, Swansea, Weymouth, Aberdeen, Campbeltown, Glasgow, Greenock, Kirkwall, Montrose, Stornoway, Galway, Lon-

donderry, Waterford, and to the Postmaster at each of the other places.

No tender will be received after half past one o'clock on the day of treaty, nor any noticed unless made on the printed form provided for the purpose; but it will not be necessary that the party tendering, or an Agent appointed by him, should attend at this Office, as the result of the offer received from each person will be communicated to him and his proposed sureties in writing.

Every tender must be delivered at the above office, 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 London-bridge to Gravesend, Sheerness, Chatham, Portsmouth, and Queens-town, and Kirsale; and in the sum of £300 for each of the other contracts.

CONTRACTS FOR VEGETABLES.

Department of the Comptroller
 for Victualling, Somerset-House,
 November 16, 1858.

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 Monday the 6th December next, at half past 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

VEGETABLES

as may be demanded for the use of Her Majesty's Ships and Vessels at the following places, from the 1st January, 1859, to the 31st March, 1861, both days included, viz.:—

ENGLAND, &c.

Douglas (Isle of Man)
 Hastings
 Jersey and Guernsey
 Lymington
 Newhaven
 Poole

SCOTLAND.

Bernera (Hebrides)
 Campbeltown
 Kirkwall
 Stornoway

IRELAND.

Carrickfergus
 Castletownsend
 Sneem (Kenmare River).

Separate tenders must be made for each port, and no attention will be paid to any offers not so made.

None of the contracts to be sub-let.

A form of the tender may be obtained, and the conditions of the revised contracts (to which particular attention is called), may be seen at this office, or by applying to Her Majesty's Collector of Customs at Douglas, Jersey and Guernsey, Poole, Newhaven, Campbeltown, Stornoway, Kirkwall, and to the Postmasters at each of the other places.

No tender will be received after half-past one o'clock on the day of treaty, nor any noticed unless made on the printed form provided for the purpose; but it will not be necessary that the party tendering, or an agent appointed by him, should attend at this office, as the result of the offer received from each person will be communicated to him and his proposed sureties in writing.

Every tender must be delivered at the above office, and signed by two responsible persons engag-

ing to become bound with the person tendering in the sum of £100 for the due performance of each of the contracts.

CONTRACT FOR POLICE CLOTHING.

Department of the Comptroller for Victualling, Somerset-Place, November 19, 1858.

THE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, do hereby give notice, that on Thursday the 9th December next, at half past 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, all such articles of

POLICE CLOTHING.

as shall from time to time be demanded for eighteen months certain, and further after the expiration of that time, until the expiration of three months' warning or notice.

Patterns of the articles, a form of the tender, and the conditions of the revised contract may be seen at the said office.

No tender will be received after half past one o'clock, on the day of treaty, nor any noticed, unless made on the printed form provided for the purpose, and which may be obtained on application at the said office.

Every tender must be addressed to the Secretary of the Admiralty, and bear in the left hand corner the words "Tender for Police Clothing," and must also be delivered at Somerset-place.

CONTRACTS FOR TEA, COCOA, OATS, AND TOBACCO.

Department of the Comptroller for Victualling and Transport Services, Somerset-House, November 15, 1858.

THE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland do hereby give notice, that on Thursday the 2nd December next, at half past 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 Plymouth, the undermentioned articles, viz.:

Tea, 50,000 lbs., Deptford; half to be delivered in three weeks and the remainder in three weeks afterwards, or earlier if preferred by the party tendering.

Cocoa, 100 tons, Deptford; half to be delivered in three weeks, and the remainder in three weeks afterwards, or earlier if preferred by the party tendering.

Oats, 300 quarters, Deptford; 200 quarters, Plymouth; half to be delivered in three weeks, and the remainder in three weeks afterwards, or earlier if preferred by the party tendering.

Tobacco, 20 tons, Deptford; half to be delivered in three weeks, and the remainder in three weeks afterwards, or earlier, if preferred by the party tendering.

Tenders may be made for the whole or any portion of the articles, but separate tenders must be made for each port, and no attention will be paid to any offers not so made.

Their lordships reserve to themselves the power, when the tenders are opened, of contracting either for the whole, or for such part thereof only as they

may deem fit, or for a greater quantity, or of not contracting for any, and also an unlimited power of selection.

The tea, cocoa and tobacco to be exempted from the Customs' duties, and parties tendering are to state where they are respectively lying.

Samples of the tea (not less than 2 lbs., from the Bonded Warehouse), of the cocoa (not less than 2 lbs.), and of the oats (not less than 2 quarts for each port), must be produced by the parties tendering.

Each tender for tobacco must specify the several trade marks and numbers, and the countries or places of its growth or produce, and a fresh drawn dock sample of each cask or package must be produced by the parties tendering, and any cask or package that is found not to be of the same mark, number or quality as the sample tendered and accepted, will be rejected by the officers.

The samples produced by persons whose tenders are not accepted are requested to be taken away by them immediately after the contracts have been decided.

No tender will be received unless made on the printed form provided for the purpose, and which may be obtained on application at the said Office, at the Victualling Yard at Plymouth, or to the Officer conducting the Packet Service at Liverpool, or to the Collector of Customs at Bristol.

The conditions of the revised contracts, to which particular attention is called, may be seen at the said office, at the Victualling Yard at Plymouth, and at Liverpool and Bristol.

No tender will be received after half past one o'clock on the day of treaty, and it will not be required that the party tendering, or an agent on his behalf, should attend at the Office on the day of contract, as the result of the offer received from each person will be communicated to him and his proposed sureties in writing.

Every tender must be addressed to the Secretary of the Admiralty, and bear in the left-hand corner the words "Tender for" and must also be delivered at Somerset-house.

CONTRACT FOR COALS FOR CHINA.

Department of the Storekeeper-General of the Navy, Somerset-Place, November 23, 1858.

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 7th December next, at two o'clock, they will be ready to treat with such persons as may be willing to contract for supplying and delivering into Store at Hong Kong and at Shanghai, as may be directed

8,000 TONS OF SOUTH WALES COALS,
Fit for Her Majesty's Steam Vessels,

The conditions of the contract and a form of the tender may be seen at the said Office.

No tender will be received after two 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 Coals," and must 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 £4,000 for the due performance of the contract.

Bank of England, November 25, 1858.

THE Court of Directors of the Governor and Company of the Bank of England give notice,

That they have appointed George Forbes to be one of their Cashiers, and he is hereby empowered to sign Bills and Notes for the Governor and Company of the Bank of England.

The following is a list of the Cashiers of the Bank of England; viz.:

Matthew Marshall,	John Richard Baker,
William Miller,	William Taylor,
George Forbes,	Edward Robson,
John Williams,	John Power Royston.
John Ferraby,	John Bradshaw,
Samuel Parish,	James Cumbers,
William Paskin,	Joshua Freeman,
Charles Thomas Whit-	Frederick Bellamy,
mell,	James Barton,
William Richter,	Jonas Smith,
Henry Hogben,	William Anthony Gil-
David Hyett,	man
James Payne,	John Hammond Shelton,
Thomas Kent,	Henry Brent,
John Tilbury,	William Luke Evans,
William Popham Gattie,	William Hoddle.

John Bentley, Secretary.

Equitable Fire Insurance Company.

NOTICE.—A Special General Meeting of the Shareholders of the Company is hereby called, to be holden at the house of the said Company, in Cannon-street West, in the city of London, on Friday the 17th December next, at one o'clock p.m. precisely, to receive a Report of the proceedings of the Committee appointed on the 19th instant.

By order of the Court of Directors,
Archibald Campbell Barclay, Manager.

London, November 26, 1858.

NOTICE is hereby given, that a General Court of the Corporation, called the Governor and Company for working Mines, Minerals and Metals, in that part of Great Britain, called Scotland, will be held at the Sun Fire Office, in Threadneedle-street, on Thursday, the 6th day of January, 1859, 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 23rd of December next; and further notice is hereby given, that a General Court of Elections will be held on the 6th January, 1859, from twelve to two o'clock, in order to choose a Director of the said Company, for the remainder of the year, and until the next annual election in the room of Charles Ranken, Esq., deceased.

Henry Pittet, Clerk.

London Chartered Bank of Australia.

(Incorporated by Royal Charter.)

No. 17, Cannon-Street, E.C.,
November 26, 1858.

NOTICE is hereby given, that an Extraordinary General Meeting of the Proprietors of the London Chartered Bank of Australia, will be held at the London Tavern, Bishopsgate-street, on Friday, the 10th day of December next, for the declaration of a dividend. The chair will be taken at two o'clock precisely.

The transfer books will be closed from the 3rd to the 10th December, both days inclusive.

By order the Court,

G. M. Bell, Secretary.

In the Matter of the General Pawnbrokerage Company (Limited), and the Joint Stock Companies Acts, 19 and 20 Vict., c. 47, and 20 and 21 Vict., c. 14, and 21 and 22 Vict., c. 60.

NOTICE is hereby given, that at a General Meeting of the Shareholders of the General Pawnbrokerage Company (Limited), held at the offices of the Company, No. 481, Oxford-street, Middlesex, on the 19th day of November instant, a special resolution was passed, That it is expedient the affairs of the said Company be forthwith wound up voluntarily, and Charles Hancock, of No. 20, Tokenhouse-yard, London, Gentleman, and John Pike, Gentleman, a Shareholder in the Company, were nominated and appointed liquidators for the purpose of such winding up accordingly.—Dated this 25th day of November, 1858.

Hancock and Sharp, No. 20, Tokenhouse-yard, Solicitors for the Liquidators.

Maryport Steam Shipping Company.

WHEREAS, at a General Meeting of the Shareholders of the Maryport Steam Shipping Company, held on the 3rd day of June, 1858, and confirmed at a General Meeting, held on the 22nd day of July, 1858, it was resolved "That the Company be voluntarily wound up, and that a dividend of its effects be made with all convenient speed; that T. Tickle be appointed liquidator, and call the next meeting, in conformity with the Joint Stock Act; that the Chairman, Mr. W. Ritson, Mr. J. Mark, and Mr. W. Robinson, be appointed inspectors of accounts." And whereas the said Thomas Tickle, in pursuance of the said resolution, has proceeded to wind up the affairs of the said Company, and made an account and statement showing the manner in which such winding up has been conducted and the property of the Company disposed of. And whereas such account, with the vouchers thereof, have been laid before the said Wm. Ritson, Jos. Mark, and Wm. Robinson, the persons appointed by the Company to inspect the same, who have duly inspected and examined such account with the vouchers thereof. Now I do hereby give notice, that a General Meeting of the Shareholders of the Maryport Steam Shipping Company will be held at the Golden Lion Inn, in Marport, in the county of Cumberland, on Thursday, the 6th day of January, 1859, at three o'clock in the afternoon, for the purpose of considering such account.—Dated this 27th day of November, 1858.

Thomas Tickle, Liquidator.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Henry Smyth, Henry Alfred Smyth, and William Cotton, in the trade or business of Machine Makers and Manufacturers of Hosiery, carried on at Loughborough, in the county of Leicester, and elsewhere, under the firm of Smyth and Cotton, has been this day dissolved by mutual consent, so far as regards the said Henry Alfred Smyth.—As witness our hands this 20th day of November, 1858.

Henry Smyth.

Henry Alfred Smyth.

William Cotton.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Austin Crookes, Alfred Crookes, and Henry Roberts, carrying on business at Sheffield, in the county of York, as Steel and Saw Manufacturers, under the style or firm of Crookes, Roberts, and Company, expired by effluxion of time on the 1st day of November instant; and that all debts due to and from the said late firm will be received and paid by the said Austin Crookes and Henry Roberts, who will in future carry on the said businesses, under the same style or firm of Crookes, Roberts, and Company, but on their own separate account.—Dated this 11th day of November, 1858.

Austin Crookes.

Alfred Crookes.

Henry Roberts.

TAKE notice, that the Partnership lately subsisting between William Fisk the elder, and William Fisk the younger, both of Liverpool, in the county of Lancaster, carrying on business at No. 25, Castle-street, Liverpool aforesaid, as Cooks and Confectioners, terminated, on Monday, the 22nd day of November instant, by effluxion of time, and the said partnership is now no longer subsisting. The said business, at Castle-street aforesaid, will hereafter be carried on by William Fisk the younger, by whom all debts now due for or to the said partnership will be paid.—Dated this 24th day of November, 1858.

*William Fisk, sen.
William Fisk, jun.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Alfred Ritchie and Arthur Smith, carrying on business as Coal, Stone, and Slate Merchants, and Wharfingers, at Ravenshourne Wharf, Greenwich, in the county of Kent, has been this day dissolved by mutual consent. All debts due to and from the same are to be received and paid by the said Alfred Ritchie.—Dated the 25th day of November, 1858.

*Alfred Ritchie.
Arthur Smith.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Thomas Sutton and William Dixon Sutton, both of Deal, in the county of Kent, Linen and General Drapers, under the firm of Sutton and Son, was, on the 1st day of October last, dissolved by mutual consent.—As witness our hands the 23rd day of November, 1858.

*Thos. Sutton.
W. D. Sutton.*

NOTICE is hereby given, that the Partnership between us the undersigned, Jabez Morgan, Thomas Crowe, and George Harrison, as Ironmasters, at Wolverley, in the county of Worcester, or elsewhere, has this day been dissolved by mutual consent.—Dated this 23rd day of November, 1858.

*Jabez Morgan.
Thos. Crowe.
George Harrison.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us, the undersigned William Thomas and George Thomas, of Noble-street, Goswell-street, in the county of Middlesex, Contractors and Dealers in Building Materials, trading under the firm of Thomas and Son, is this day dissolved by mutual consent; and that all debts due to and from the said partnership will be received and paid by the said William Thomas.—Dated this 20th day of November, 1858.

*William Thomas.
George Thomas.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Henry Garlick and Robert Edwards, carrying on the business of Plasterers, Slaters, and Bricklayers, at No. 1, Ordnance-road and No. 22, Henry-street, St. John's-wood, in the parish of St. Marylebone, in the county of Middlesex, is this day dissolved by mutual consent. All debts due and owing to or by the said partnership will be paid and received by Robert Edwards.—Witness our hands this 23rd day of November, 1858.

*Henry Garlick.
Robert Edwards.*

THE Partnership hitherto existing between William Hughes Daunt and William Moffat, carrying on business in Liverpool as Iron Merchants, under the firm of W. H. Daunt and Co., has this day been dissolved by mutual consent; the business will in future be continued under the same style by Mr. W. H. Daunt on his sole account, by whom all debts will be paid and received.—Dated this 22nd of November, 1858.

*W. H. Daunt.
Wm. Moffat.*

NOTICE is hereby given, that the Partnership lately subsisting between Titus Fellows and William Atkiss, at Pit A, Freeman's Colliery, Kingswinford, in the county of Stafford, as Charter Masters, under the style or firm of Fellows and Atkiss, was this day dissolved by mutual consent. All debts owing by the firm will be paid, and the business in future carried on by William Atkiss.—Dated this 23rd day of October, 1858.

*Titus Fellows.
William Atkiss.*

WE, the undersigned, agree by mutual consent to dissolve Partnership in the trade of Wholesale and Retail Grocers, carried on at No. 53, Bishopsgate-street without, in the city of London.—Dated this 25th day of November, 1858.

*Samuel Waters.
John Seabrook.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Edward Ingram and William Hepworth Radley, in the profession or business of Surgeons and General Practitioners at Boston, in the county of Lincoln, under the firm of Messrs. Ingram and Radley, was, on the 1st day of November instant, dissolved by mutual consent; and in future the business will be carried on by the said William Hepworth Radley on his separate account, in Red Lion-street. All claims upon the late partnership are to be sent in to the said William Hepworth Radley, by whom the same will be discharged.—Witness our hands this 20th day of November, 1858.

*Edward Ingram.
William Hepworth Radley.*

NOTICE is hereby given, that the Copartnership heretofore subsisting between us the undersigned, Philip Crellin the elder, and Philip Crellin the younger, both in Saint George's-street East, and of No. 3½, Well-street, Saint Mary, Whitechapel, in the county of Middlesex, Outfitters, under the style of Crellin and Son, was this day dissolved by mutual consent. All debts owing to or by the said copartnership, are to be received and paid by the said Philip Crellin the elder.—As witness our hands this 25th day of November, 1858.

*Philip Crellin.
Philip Crellin, jr.*

NOTICE is hereby given, that the Partnership lately existing between us the undersigned, John Pemberton and James Chandler, as Engineers, Iron and Brass Founders, at the Creek Foundry, Creek-road, Deptford, in the county of Kent, is absolutely dissolved and determined.—Dated this 23rd day of November, 1858.

*John Pemberton.
James Chandler.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us, the undersigned, Frederick Kidson and Henry Morand, carrying on business at No. 52, Bartholomew-close, in the city of London, Artificial Florists, was this day dissolved by mutual consent.—As witness our hands this 24th day of November, 1858.

*Frederick Kidson.
Henry Morand.*

NOTICE is hereby given, that the Partnership formerly subsisting between me the undersigned, James Whitwell, of Heworth, in the county of York, Farmer, and Henry Whitwell, of Sandhutton, in the county of York, Farmer, and lately carrying on business together at Sandhutton aforesaid, as Farmers, was dissolved on the 12th day of July last. All debts payable on account of such partnership will be received and paid by the said Henry Whitwell.—As witness my hand this 30th day of October, 1858.

James Whitwell.

[Extracted from the Edinburgh Gazette of November 23, 1858.]

NOTICE.

Glasgow, November 20, 1858.

THE Copartnership carrying on business as Corn Factors and Commission Merchants in Leith, under the firm of M'Calls and Company, of which the subscribers are sole partners, has this day been dissolved by mutual consent.

*Thos. M'Call.
George Lowe.
George M'Call.*

ALEXANDER ALLAN WALKER, Witness.
DAVID GREIG, JR., Witness.

In Chancery.

Between Julia Meller, now the wife of Thomas Philip Christian, plaintiff; Richard Stanley, deceased, and others, defendants; by original and amended Bill; and between the said Julia Meller, plaintiff; Charles Stanley, and another, defendants; and between Thomas Philip Christian and another, plaintiffs; Charles Stanley and others, defendants, by order of Revivor. And in the Matter of the Act of Parliament of the 19th and 20th years of the reign of Her present Majesty, intitled "An Act to facilitate Leases and Sales of Settled Estates." And in the Matter of a piece of land, subject to the trusts of the will of John Meller, Esquire, deceased, being a piece of land, called Cae Panty, situate in the township of Brymbo, in the parish of Wrexham, in the county of Denbigh.

NOTICE is hereby given, that application will forthwith be made to the Court of Chancery in the above causes and matters, on behalf of Dora Elizabeth Bull, the wife of the Reverend Augustine Howie Bull, of East Stratton in the county of Hants, Clerk, and of Dora Emily Bull and

Annie Sophia Bull, the infant children of the said Dora Eliza Bull by the said Augustine Howie Bull, by Charles Stanley, of No. 164, Westbourne-terrace, Paddington, in the county of Middlesex, Esquire, the next friend of the said Dora Eliza Bull, Dora Emily Bull, and Annie Sophia Bull, and of the said Augustine Howie Bull, and of the said Charles Stanley, John Stanley, of No. 4, Orsett-place, Paddington, Esquire, and William John Bull, of Harrow-on-the-Hill, in the said county of Middlesex, Esquire, for an order that the said Charles Stanley and Bradshaw Barker, of Wyseby Hill, Ecclefechan, in North Britain, Esquire, the present trustees of the will of the said John Meller deceased, and all other necessary parties, may grant to Robert Jones, of Gwersyllt, in the parish of Gresford, in the county of Denbigh, Farmer, John Powell, of Brymbo, in the said county, Mine Agent and Charter Master, and Peter Williams, of Brymbo aforesaid, Charter Master, a lease of the said piece of land, called Cas Panty, and of the mines, seams, and beds of coal and iron-stone thereunder, for the term of twenty-one years, at and under the several rents and royalties, and with and subject to the covenants, conditions, and stipulations respectively mentioned in the petition presented to this Honourable Court, in the above causes and matters, on behalf of the said Dora Eliza Bull and others, on the 16th day of November, 1858. And notice is hereby also given, that the office of Messrs. Dobinson and Geare, of No. 57, Lincoln's-inn-fields, in the county of Middlesex, is the place where the petitioners may be served with any order of the Court, or any notice relating to this matter.—Dated the 24th day of November, 1858.

In Chancery.

In the Matter of a freehold farm, lands, and hereditaments, containing thirty-nine acres, or thereabouts, devised by the will of John Simpson, deceased, situate at Burley Woodhead, in the parish of Otley, in the county of York, and called Hagg Farm; and in the Matter of an Act of the 19th and 20th years of Her Majesty, intituled "An Act to facilitate Leases and Sales of Settled Estates."

PURSUANT to the said Act, and to the general orders of the Court, notice is hereby given, that Mary Elizabeth Denbigh, of Leeds, in the county of York, Spinster, on the 13th day of November instant, presented a petition to the Lord High Chancellor of Great Britain (to be heard before the Vice-Chancellor, Sir John Stuart), for the purpose of selling the freehold farm and hereditaments hereinbefore mentioned, and for consequential directions, or that his Lordship would make such further or other order as to his Lordship should seem meet. And notice is hereby further given, that the petitioner may be served with any order of the Court, or notice relating to the said petition, at the office of Messrs. Weatherhead and Burr, at Keighley, in the county of York.—Dated this 22nd day of November, 1858.

PURSUANT to a Decree of the High Court of Chancery, made in a cause Powell against Tindall, the next of kin of Ann Fawcett, late of Askham Hall, in the parish of Askham Bryan, in the county of York, Spinster, who died in or about the month of January, 1856, are, by their Solicitors, on or before the 11th day of January, 1859, 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. Thursday, the 20th day of January, 1859, 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, 1858.

PURSUANT to a Decree of the High Court of Chancery, made in a cause Thomas Medcalfe against John Clough, the creditors of and incumbrancers upon the real estate of Robert Clough, late of Manningham, near Bradford, in the county of York, the intestate in the proceedings named, who died in or about the month of February, 1857, are, by their Solicitors, on or before the 10th day of January, 1859, to come in and prove their claims, at the chambers of the Vice-Chancellor Sir John Stuart, at No. 12, Old-square, Lincoln's-inn, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Saturday, the 22nd day of January, 1859, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 24th day of November, 1858.

PURSUANT to an Order of the High Court of Chancery, made in a matter of Rowland Edward Cooper, deceased, and in a cause Cooper against Cooper. All persons claiming to be creditors of Rowland Edward Cooper, formerly of Chesterfield-street, May Fair, and late of No. 3, Hyde Park Place, Middlesex, Esquire, the intestate in the proceedings named, who died in or about the month of September, 1858, are, by their Solicitors, on or before the 11th day of December, 1858, to come in and prove their debts at the chambers of the Vice-Chancellor Sir John Stuart, No. 12, Old-square, Lincoln's-inn, Middlesex, or in default thereof

they will be peremptorily excluded from the benefit of the said Order. Saturday, the 18th day of December, 1858, 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, 1858.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the trusts of the Will of Joseph Mill, deceased, and in the matter of the Trustee Relief Act, the persons claiming to be next of kin, and also the person or persons claiming to be heir-at-law of Joseph Mill, late of Shornceot, in the county of Wilts, Gentleman, who died in or about the month of April, 1857, are, by their Solicitors, on or before the 10th day of January, 1859, to come in and prove their claims at the chambers of the Vice-Chancellor Sir John Stuart, at Nos. 11 and 12, Old-square, Lincoln's-inn, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Saturday, the 15th day of January, 1859, at two o'clock in the afternoon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 24th day of November, 1858.

PURSUANT to an Order of the High Court of Chancery, made in a cause of John Puget Campbell, Mary Theodosia Campbell, Alice Groves Campbell, Emily Francisca Campbell, Geraldine Saratjee Campbell, Hannah Grace Puget Campbell, Louisa Catherine Campbell, and Thomas Carington Campbell, infants, by Alexander Brodie, their next friend, against Stephen Percy Groves, and Louisa Grace Campbell, such of the creditors of Thomas Carington Campbell, late of Kensington, in the county of Middlesex, and formerly of No. 21, Essex-street, Strand, in the same county, Solicitor, deceased, who died in or about the month of July, 1858, as have not already proved their debts before the Master in Lunacy, in the matter of the lunacy of the said Thomas Carington Campbell, are, by their Solicitors, on or before the 13th day of December, 1858, to come in and prove their debts, at the chambers of the Vice-Chancellor Sir John Stuart, at No. 12, Old-square, Lincoln's-inn, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Monday, the 20th day of December next, at one o'clock in the afternoon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 24th day of November, 1858.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of William Wilkinson the elder, late of Whitby, in the county of York, Ship Owner, deceased, and in a cause Elizabeth Wilkinson, Widow and Administratrix of William Wilkinson the younger, deceased, against Thomas Brodrick Simpson, the creditors of the said William Wilkinson the elder, who died on the 9th day of May, 1857, are, by their Solicitors, on or before the 8th day of January, 1859, to come in and prove their claims, at the chambers of the Vice-Chancellor Sir John Stuart, No. 12, Old-square, Lincoln's-inn, in the county of Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Wednesday, the 12th day of January, 1859, at twelve o'clock at noon, at the said chambers is appointed for hearing and adjudicating upon the claims.—Dated this 24th day of November, 1858.

NOTICE is hereby given, that by an indenture, dated the 29th day of October, 1858, and made between Alfred Stansfield Rake and James Kimber, of Middlesborough, in the county of York, carrying on business under the firm of Rake, Kimber, and Company, as Ship-builders, of the first part; William Greenway, of Birmingham, in the county of Warwick, Merchant, Joseph Scott, of the town and county of the town of Newcastle-upon-Tyne, Gentleman, James Kitson the younger, of Leeds, in the county of York, Gentleman, William Taylor, of Middlesborough aforesaid, Merchant, and Joshua Byers, of Stockton-upon-Tees, in the county of Durham, Timber Dealer, of the second part; and the several other persons whose hands and seals are thereunto subscribed and set, in the schedule thereunder written, of the third part; for the considerations therein mentioned, the said Alfred Stansfield Rake and James Kimber did thereby grant, bargain, sell, alien, release, assign, transfer, and convey, all and singular the freehold and leasehold lands, messuages, tenements, shops, hereditaments, and premises, whatsoever and wheresoever, of them the said Alfred Stansfield Rake and James Kimber, or either of them, either at Middlesborough aforesaid or elsewhere, with their appurtenances; and also grant, bargain, sell, assign, transfer, and set over, all and singular the household goods and furniture, book and other debts, and all other the personal estate and effects, whatsoever and wheresoever, of them the said Alfred Stansfield Rake and James Kimber unto the said William Greenway, Joseph Scott, James Kitson, William Taylor, and Joshua Byers, their heirs, executors, administrators, and assigns, upon trust for the benefit of all the creditors of the said Alfred Stansfield Rake and James Kimber, who should execute the same within the time therein mentioned; and which said indenture

was duly executed on the 29th day of October, 1858, by the said Alfred Stansfield Rake, James Kimber, William Taylor, and Joshua Byers respectively, in the presence of, and attested by, Robert Hale Foster, of No. 48, Paradise-street, Birmingham in the county of Warwick, Solicitor, residing at No. 9, Wellington-road, Birmingham aforesaid, and by the said James Kitson, on the 30th day of the said month of October, in the presence of, and attested by, the said Robert Hale Foster and by the said Joseph Scott, on the 3rd day of November, 1858, in the presence of, and attested by, William Daggett, of Dean-street, in Newcastle-upon-Tyne aforesaid, Solicitor, residing at Victoria-terrace, in Newcastle-upon-Tyne aforesaid, and by the said William Greenway, on the 10th day of the said month of November, in the presence of, and attested by, the said Robert Hale Foster. And notice is hereby further given, that the said indenture now lies at my offices, in Birmingham aforesaid, for execution by the creditors of the said Alfred Stansfield Rake and James Kimber.—Dated this 26th day of November, 1858.

R. H. FOSTER, Solicitor for the Trustees.

NOTICE is hereby given, that James Davies, of Jackfield, in the parish of Broseley, in the county of Salop, and George Davies, of the same place, Brick and Tile Manufacturers, copartners, did, by deed, bearing date the 13th day of November, 1858, assign unto John Burton, of the Iron-bridge, in the parish of Madeley, in the county of Salop, Brick and Tile Manufacturer, and John Burroughs, of Broseley, in the said county, Rope Manufacturer, all the estate and effects of them the said James Davies and George Davies, upon the trusts therein mentioned, for the benefit of all the creditors of the said James Davies and George Davies; and that the said deed was duly executed by the said George Davies, John Burton, and John Burroughs, on the said 13th day of November, 1858, and by the said James Davies, on the 15th day of November, 1858; and the execution of the said deed by the said James Davies, George Davies, John Burton, and John Burroughs, was attested by Brooke Hector Smallwood, of Newport, in the county aforesaid, Attorney-at-Law; and that the said deed now lies at the office of the said Brooke Hector Smallwood, in Newport aforesaid, for the perusal and execution by the creditors of the said James Davies and George Davies, and who will be excluded from all benefit under the said deed, unless they execute the same within three calendar months from the date thereof.—Newport, 17th day of November, 1858.

NOTICE is hereby given, that by an indenture of assignment, bearing date the 19th day of November, 1858, Edward King, of Dover, in the county of Kent, Ship Chandler, hath assigned all his estate and effects to James Duke, of Dover aforesaid, Ship Builder, and Charles Hadlow, of Dover aforesaid, Plumber, as trustees, upon trust, for the benefit of all the creditors of him the said Edward King, who shall execute the same within two calendar months from the date thereof; and that the said indenture was duly executed by the said Edward King, James Duke, and Charles Hadlow, on the said 19th day of November, and the due execution of which indenture by the said Edward King, James Duke, and Charles Hadlow, was attested by Thomas Fox, of Dover aforesaid, Solicitor. And notice is hereby further given, that the said indenture now lies for execution by the creditors of the said Edward King, at the office of Messrs. Fox and Mee, Solicitors, in Dover, aforesaid.

NOTICE is hereby given, that William Mason, of Guild-street, Burton-upon-Trent, in the county of Stafford, Builder, hath by indenture, dated the 29th day of October, 1858, assigned all his estate and effects whatsoever unto Thomas Roe, of Derby, in the county of Derby, Timber Merchant, and Henry Clark, of Burton-upon-Trent aforesaid, Timber Merchant, in trust, for the equal benefit of all the creditors of the said William Mason, who shall execute the same indenture, or signify their assent thereto in writing, within one calendar month from the date thereof; and that the said indenture was executed by the said William Mason and Thomas Roe respectively, on the day of the date thereof, and by the said Henry Clark, on the 1st day of November, 1858, in the presence of, and attested by, me the undersigned William Borough, of Derby aforesaid, Solicitor, and now lies at my office, No. 9, Victoria-street, Derby, for execution by the creditors of the said William Mason.—No. 9, Victoria-street, Derby, November 23, 1858.

WM. BOROUGH, Solicitor to the Trustees.

NOTICE is hereby given, that William Richard Parr, of Lymington, in the county of Hants, Linen Draper, hath by indenture, bearing date the 28th day of October, 1858, granted, covenanted to surrender, and assigned, that is to say, as to such part of his estate and effects as are of freehold tenure granted, and as to such part of his estate and effects as are of copyhold tenure, covenanted to surrender, and as to such part of his estate and effects as are of the nature of personal estate assigned, unto Thomas Devas, of Cannon-street West, in the city of London, Warehouseman and Edward John Luck, of Love-lane, in the same

city, Warehouseman, all and singular the real and personal estate and effects of him the said William Richard Parr, upon the trusts therein mentioned, for the benefit of all and every the creditor and creditors of him the said William Richard Parr; that the said indenture was duly executed by the said William Richard Parr, Thomas Devas, and Edward John Luck, on the day of the date thereof, and as to their respective executions thereof, is witnessed and attested by Septimus Davidson, of Weavers-hall, No. 22, Basinghall-street, in the city of London, Solicitor; and that the said deed of assignment now lies at the office of Messrs. Davidson and Bradbury, Weavers-hall, No. 22, Basinghall-street aforesaid, for execution by those creditors who have not executed the same.—Dated this 23rd day of November, 1858.

NOTICE is hereby given, that by an indenture, bearing date the 13th day of November, 1858, Thomas Lemon, of Cardiff, in the county of Glamorgan, Agricultural Implement Dealer, assigned all his personal estate and effects as therein mentioned, unto Joseph Duke, of Bridgwater, in the county of Somerset, of the firm of Matthews and Duke, Manure Manufacturers, and Reuben Hunt, of the firm of Thomas Hunt, Brothers, of Earls Colne, in the county of Essex, Agricultural Implement Makers, upon trust, for the benefit of such of the creditors of the said Thomas Lemon, as should execute the said indenture within three calendar months from the date hereof. And notice is hereby further given, that the said indenture was executed by the said Thomas Lemon, on the day of the date thereof, and by the said Joseph Duke and Reuben Hunt, on the 15th day of November instant, all in the presence of, and attested by, me the undersigned, Clement Waldron, of Cardiff aforesaid, Solicitor; and the said indenture is now lying for execution by the creditors of the said Thomas Lemon, at my office, in Church-street, Cardiff.—Dated this 22nd day of November, 1858.

CLEMENT WALDRON, Solicitor to the Trustees.

NOTICE is hereby given, that William Batey, of Crouch, in the parish of Wrotham, in the county of Kent, Blacksmith, hath by an indenture, bearing date the 25th day of October, 1858, assigned all his estate and effects to Charles Peppercorn, of Maidstone, in the said county of Kent, Ironmonger, upon trusts, for the benefit of the creditors of the said William Batey; and such indenture was executed on the day of the date thereof by the said William Batey and Charles Peppercorn, in the presence of, and attested by, Stephen Heutram King, of Maidstone aforesaid, Solicitor, and now lies at our office for execution by the creditors.—Maidstone, 20th November, 1858.

KING and HUGHES, Solicitors to the Trustee.

NOTICE is hereby given, that by an indenture, dated the 4th day of November, 1858, John Marsh, of Canterbury, in the county of Kent, Draper, hath assigned all and every his stock-in-trade, and other his personal estate and effects, unto Edward Hill, of High-street, White-chapel, in the county of Middlesex, Warehouseman, as trustee, upon trust, for himself and such of the creditors of the said John Marsh, who shall execute the same indenture within three months from the date thereof; and which said indenture was duly executed by the said John Marsh, on the day of the date thereof, and by the said Edward Hill, on the 12th day of November instant, and the execution of the said indenture, by the said John Marsh and Edward Hill respectively, was attested by George Hensman, of No. 25, College-hill, London, Solicitor, and the same indenture now lies at our office for execution by the said creditors.—Dated this 24th day of November, 1858.

HENSMAN and NICHOLSON, No. 25, College-hill, London, Solicitors for the said Trustee.

Declaration of Dividend under a Petition, dated 21st December, 1857, against William Jennings, of No. 42, Paul-street, Finsbury, Middlesex.

NOTICE is hereby given, that the First Dividend, at the rate of 7½d. in the pound, is now payable, and that warrants for the same may be received by those legally entitled, at my office, No. 20, Aldermanbury, City, on Wednesday next, and the three subsequent Wednesday days, between the hours of eleven and two of the clock, on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special direction of a Commissioner. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.—November 24, 1858.

CHAS. LEE, Official Assignee.

In the Matter of John Phillips, of Bridge-street West, Summer-lane, in Birmingham, in the county of Warwick, Wool Turner and Timber Dealer.

I HEREBY give notice, that the creditors who have proved their debts under the above estate may receive a First Dividend of 4s. 2d. in the pound, upon application at my office, as under, on Tuesday, the 30th day

of November, 1858, or any subsequent Tuesday, 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.

FREDERICK WHITMORE, Official Assignee,
19, Upper Temple-street, Birmingham.

In the Matter of David Waddington Ambler, of Tunstall, in the county of Stafford, Draper, Dealer, and Chapman.

HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a First Dividend of 4d. in the pound, upon application at my office, as under, on Tuesday the 30th day of November, 1858, or any subsequent Tuesday, 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 are required to produce the probate of the will or the letters of administration under which they claim.

FREDERICK WHITMORE, Official Assignee,
19, Upper Temple-street, Birmingham.

In the Matter of Elizabeth Watt, of Birmingham, in the county of Warwick, Stationer and Bookbinder, Dealer, and Chapman.

HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a First Dividend of 3s. 2d. in the pound, upon application at my office, as under, on Tuesday the 30th day of November instant, or any subsequent Tuesday, 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 letter of administration under which they claim.

FREDERICK WHITMORE, Official Assignee,
19, Upper Temple-street, Birmingham.

In the Matter of Samuel Vincent, of Long Sutton, in the county of Lincoln, Butcher and Cattle Salesman, Dealer, and Chapman.

HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a First Dividend of 3s. 6d. in the pound, upon application at my office, as under, on Monday, the 29th day of November, or on the three following Mondays, between the hours of eleven and three o'clock. No Dividend will be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators 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 John Turton, of the town of Nottingham, Lace Manufacturer, Dealer and Chapman.

HEREBY give notice, that the creditors who have proved their debts under the above Bankruptcy, may receive a First Dividend of 1s. 6d. in the pound, upon application at my office, as under, on Monday the 29th November, or on the three following Mondays, between the hours of eleven and three. No Dividend can be paid without 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 Re John Armstrong, of South Shields, Earthenware Manufacturer, against whom a Petition for adjudication of Bankruptcy, bearing date the 5th June, 1858, was duly filed.

HEREBY give notice, that a First Dividend, at the rate of 1s. 8d. in the pound, may be received by all the creditors who have proved their debts under the above estate at my office, Royal-arcade, Newcastle-upon-Tyne, on Saturday, the 27th instant, or on any subsequent Saturday, between the hours of ten and three. No dividend will be paid without the production of every security 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 23, 1858.

THOMAS BAKER, Official Assignee,
Newcastle-upon-Tyne.

In Re William Turner, of North Shields, Sail Maker, against whom a Petition for adjudication of Bankruptcy, bearing date the 30th April, 1858, was duly filed.

HEREBY give notice, that a First Dividend, at the rate of 6d. in the pound, may be received by all the creditors who have proved their debts, under the above estate, at my office, Royal-arcade, Newcastle-upon-Tyne, on Saturday the 27th instant, or any subsequent Saturday, between the hours of ten and three o'clock. No Dividend

will be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.—November 23, 1858.

THOMAS BAKER, Official Assignee,
Newcastle-upon-Tyne.

In Re Mary Hindhaugh and Arthur Ferdinand de Neumann, of Newcastle-upon-Tyne, Timber Merchants, trading under the firm of N. Hindhaugh and Co., against whom a Petition for adjudication of Bankruptcy, bearing date the 29th October, 1857, was duly filed.

HEREBY give notice, that a Second Dividend, at the rate of 6d. in the pound (in addition to 3s. in the pound previously declared), may be received by all the creditors who have proved their debts under the above estate, at my office, Royal-arcade, Newcastle-upon-Tyne, on Saturday the 27th instant, or any subsequent Saturday, between the hours of ten 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.—November 23, 1858.

THOMAS BAKER, Official Assignee,
Newcastle-upon-Tyne.

In Re Mary Hindhaugh and Arthur Ferdinand de Neumann, of Newcastle-upon-Tyne, Timber Merchants, trading under the firm of N. Hindhaugh and Co., against whom a Petition for adjudication of Bankruptcy, bearing date the 29th October, 1857, was duly filed.

HEREBY give notice, that a First Dividend, at the rate of 1s. 10d. in the pound, may be received by all the creditors who have proved their debts under the estate of Mary Hindhaugh, one of the above named bankrupts, at my office, Royal-arcade, Newcastle-upon-Tyne, on Saturday, the 27th instant, or on any subsequent Saturday between the hours of ten 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.—November 23, 1858.

THOMAS BAKER, Official Assignee,
Newcastle-upon-Tyne.

In the Matter of James Blenkarn, of Tetney, in the county of Lincoln, Grocer and Draper, a Bankrupt.

HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a Second Dividend of 3s. in the pound, upon application at my office, as under, on Thursday the 26th day of November, 1858, or any subsequent Thursday, 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, 1858.

THEOPS. CARRICK, Official Assignee,
Quay-street Chambers, Hull.

WHEREAS a Petition for adjudication of Bankruptcy was, on the 15th day of April, 1857, filed in Her Majesty's Court of Bankruptcy, in London, against George Whieldon the younger, of Wyke House, near Winanton, in the parish of Gillingham, in the county of Dorset, and elsewhere, Brick Maker, Tile Maker, Dealer and Chapman, under which the said George Whieldon the younger was, on the 17th day of April, 1857, adjudicated and declared bankrupt. Notice is hereby given, that by an order of the said Court, bearing date the 23rd day of November 1858, the said adjudication was annulled, and the said Petition dismissed.

WHEREAS a Petition for adjudication of Bankruptcy, filed the 23rd day of November, 1858, hath been presented against Robert Pigg, of North Tuddenham, in the county of Norfolk, Grocer, and he having been declared bankrupt, is hereby required to surrender himself to Joshua Evans, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 9th of December next, at one o'clock in the afternoon precisely, and on the 13th day of January following, at twelve o'clock at noon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. Patrick Johnson, Basinghall-street, the Official Assignee, whom the Commissioner has appointed, and give notice to Messrs. Sole, Turner, and Turner, Solicitors, Aldermanbury, or Messrs. Miller, So., and Bugg, Solicitors, Norwich.

WHEREAS a Petition for adjudication of Bankruptcy, filed the 20th day of November, 1858, hath been presented against Edward Button of Windmill-street, Gravesend, in the county of Kent, Butcher, and he having been declared bankrupt, is hereby required to surrender himself to Joshua Evans, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 9th day of December next, at half past eleven o'clock in the forenoon precisely, and on the 13th day of January following, at one in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. Bell, No. 3, Coleman-street-buildings, London, the Official Assignee whom the Commissioner has appointed, and give notice to Mr. Gant, Solicitor, No. 37, Mark-lane.

WHEREAS a Petition for adjudication of Bankruptcy, was, on the 24th of November, 1858, filed against John Perkins, of Sandwich, in the county of Kent, Ship Owner, Salt Merchant, and Sail Maker, Dealer and Chapman, 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 10th of December next, at two in the afternoon precisely, and on the 4th of January following, at half past two in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. Charles Lee, No. 20, Aldermanbury, London, the Official Assignee in the matter of this bankruptcy, and give notice to Messrs. Bennett and Paul, Solicitors, No. 1, Sise-lane, London.

WHEREAS a Petition for adjudication of Bankruptcy was, on the 23rd day of November, 1858, filed against Thomas Haynes, of Hale Farm, Chiddington, in the county of Kent, Farmer, Horse and Cattle Dealer, Dealer and Chapman, 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 7th of December next, at half past two o'clock in the afternoon precisely, and on the 4th of January following, at two 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. Charles Lee, No. 20, Aldermanbury, in the city of London, the Official Assignee in the matter of this bankruptcy, and give notice to Mr. John Doughty, Solicitor, No. 3, King-street, Covent-garden, in the county of Middlesex.

WHEREAS a Petition for adjudication of Bankruptcy was, on the 12th day of November, 1858, filed against William Whittington Morris, late of No. 13, Sise-lane, in the city of London, and late of No. 10, Connaught-place West, Hyde-park, in the county of Middlesex, Chemical Merchant and Agent, Dealer and Chapman, and he having been declared bankrupt, is hereby required to surrender himself to Edward Goulburn, Sergeant-at-Law, one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 6th day of December next, at one o'clock in the afternoon precisely, and on the 10th day of January following, at two 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. Nicholson, No. 24, Basinghall-street, London, the Official Assignee, whom the Commissioner has appointed, and give notice to Messrs. Sole, Turner, and Turner, Solicitors, No. 68, Aldermanbury, London.

WHEREAS a Petition for adjudication of Bankruptcy, bearing date the 24th day of November, 1858, hath been filed against Joseph Cooper, of Birmingham, in

the county of Warwick, Licensed Victualler, and he being declared bankrupt, is hereby required to surrender himself to John Balguy, Esq., one of Her Majesty's Commissioners of the Birmingham District Court of Bankruptcy, at Birmingham, on the 8th day of December next, and on the 27th day of the same month, at eleven of the clock in the forenoon, on each of the said days, 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. Frederick Whitmore, No. 19, Upper Temple street, Birmingham, the Official Assignee whom the Commissioner has appointed, and give notice to Messrs. James and Knight, Solicitors, Bennett's-hill, Birmingham.

WHEREAS a Petition for adjudication of Bankruptcy, bearing date the 16th day of November, 1858, hath been filed against William Richard Heath, James Grainger, George Battison Haines, and John Metcalf, all of Birmingham, in the county of Warwick, Electro-Platers and Co-partners, trading under the style or firm of Heath and Company, at Birmingham aforesaid, and they being declared bankrupts, are hereby required to surrender themselves to John Balguy, Esq., one of Her Majesty's Commissioners of the Birmingham District Court of Bankruptcy, at Birmingham, on the 16th day of December next, and on the 6th January following, at half past eleven in the forenoon on each of the said days, and make a full discovery and disclosure of their estate and effects; when and where the creditors are to come prepared to prove their debts and at the first sitting to choose assignees, and at the last sitting the said bankrupts are required to finish their examination. All persons indebted to the said bankrupts, or that have any of their effects, are not to pay or deliver the same but to Mr. Frederick Whitmore, No. 19, Upper Temple-street, Birmingham, the Official Assignee whom the Commissioner has appointed, and give notice to Mr. John Smith, Solicitor, Birmingham.

WHEREAS a Petition for adjudication of Bankruptcy, bearing date the 22nd day of November, 1858, hath been filed by William Goddard, of Leicester, in the county of Leicester, Shoe Manufacturer, and he being declared bankrupt, is hereby required to surrender himself to John Balguy, Esq., one of Her Majesty's Commissioners of the Birmingham District Court of Bankruptcy, at the Shire-hall, Nottingham, on the 9th and 30th days of December next, at half-past ten o'clock in the forenoon, on each day, 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. John Harris, Middle-pavement, Nottingham, the Official Assignee, whom the Commissioner has appointed, and give notice to Mr. J. B. Haxby, Solicitor, Leicester.

WHEREAS a Petition for adjudication of Bankruptcy, bearing date the 16th day of November, 1858, hath been filed against George Taylor, of the parish of Swinderby, in the county of Lincoln, Publican and Licensed Victualler, Dealer and Chapman, and he having been declared bankrupt, is hereby required to surrender himself to John Balguy, Esq., one of Her Majesty's Commissioners of the Birmingham District Court of Bankruptcy, at the Shirehall, Nottingham, on the 9th and 30th days of December next, at half past ten in the forenoon on each of the said days, 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. John Harris, Middle Pavement, Nottingham, the Official Assignee, whom the Commissioner has appointed, and give notice to Mr. Henry Thomas Chambers, Solicitor, Lincoln.

WHEREAS a Petition for adjudication of Bankruptcy, bearing date the 23rd day of November, 1858, hath been filed by James Beeson, of Derby, in the county of Derby, Ironfounder, Dealer and Chapman, and he being declared bankrupt is hereby required to surrender himself to John Balguy, Esq., one of Her Majesty's Commissioners of the Birmingham District Court of Bankruptcy, at the Shirehall, Nottingham, on the 9th and 30th days of December next, at half past ten in the forenoon, on each day, 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. John Harris, Middle Pavement, Nottingham, the Official Assignee, whom the Commissioner has appointed, and give notice to Mr. Edward Gamble, Solicitor, Derby.

WHEREAS a Petition for adjudication of Bankruptcy, bearing date the 23rd day of November, 1858, hath been filed by William Woollatt, of the town of Nottingham, Lace Manufacturer, Dealer and Chapman, and he being declared bankrupt, is hereby required to surrender himself to John Balguy, Esq., one of Her Majesty's Commissioners authorized to act in the prosecution of Petitions for adjudication in Bankruptcy, in the Birmingham District Court of Bankruptcy, at the Shirehall, Nottingham, on the 9th and 30th days of December next, at half past ten of the clock in the forenoon, on each of the said days, 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. John Harris, Middle-pavement, Nottingham, the Official Assignee, whom the Commissioner has appointed, and give notice to Mr. Samuel Maples, Solicitor, Nottingham.

WHEREAS a Petition for adjudication of Bankruptcy against Stephen Cox, of the Netham Chemical Works, in the parish of Saint George, in the county of Gloucester, of Temple Back, in the city of Bristol, and of Brislington, in the county of Somerset, Chemical Manufacturer and Farmer, was filed on the 25th day of November, 1858, 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 Matthew Davenport Hill, Esq., Her Majesty's Commissioner of the Court of Bankruptcy for the Bristol District, on the 7th day of December next, and on the 10th day of January following, at eleven of the clock in the forenoon precisely, on each day, at the District Court of Bankruptcy, 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. Alfred John Acraman, No. 19, St. 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, on the 23rd day of November, 1858, a Petition for adjudication of Bankruptcy was filed by Joseph Elliott, of Devonport, in the county of Devon, Grocer, Tea Dealer, Dealer and Chapman, in Her Majesty's Court of Bankruptcy for the Exeter District, and he being adjudged bankrupt, is hereby required to surrender himself to the Commissioner of Her Majesty's Court of Bankruptcy for the Exeter District, on the 13th of December next, and on the 17th day of January following, at one in the afternoon precisely, on each day, at the Court of Bankruptcy for the Exeter District, at the Athenæum, Plymouth, in the county of Devon, 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. Hirtzel, Queen-street, Exeter, the Official Assignee, whom the Commissioner has appointed, and give notice to Mr. J. E. Elworthy, Solicitor, Plymouth.

WHEREAS a Petition for adjudication of Bankruptcy, was filed on the 10th day of November, 1858, in Her Majesty's District Court of Bankruptcy, at Manchester, against John Bradley, of Manchester, in the county of Lancaster, Starch Dealer, Insurance Agent, Accountant, Dealer and Chapman, and he being declared bankrupt, is hereby required to surrender himself to one of Her Majesty's Commissioners of the Manchester District Court of Bankruptcy, on the 11th of December next, and on the 11th of January following, at twelve o'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. John Fraser, 45, George-street, Manchester, the Official Assignee, whom the

Commissioner has appointed to receive the same, and give notice to Mr. William Lister Welsh, Solicitor, No. 16, Cooper-street, Manchester.

JOHN SAMUEL MARTIN FONBLANQUE, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed the 16th day of March, 1858, against Thomas Rattray, of No. 18, Bedford-place, Commercial-road, East, in the county of Middlesex, Ironmonger, will sit on the 7th day of December next, at half past eleven o'clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to take the proof of a debt against the estate and effects of the said bankrupt, when and where the creditor who has not already proved his debts, is 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 5th day of February, 1858, against John Dales and Benjamin Dales, of No. 20, George-street, Westminster, and the Times Wharf, Pimlico, both in the county of Middlesex, and also of Louth, in the county of Lincoln, and of Canada West, North America, Builders and Contractors, Dealers and Chapmen, and Copartners, will sit on the 7th December next, at twelve at noon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London (by adjournment from the 12th October last), to take the Last Examination of the said bankrupts; when and where they are required to surrender themselves, and make a full discovery and disclosure of their estate and effects, and finish their 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 on the 23rd day of August, 1858, by William Rufus Powell, of No. 138, Leadenhall-street, in the city of London, trading under the style or firm of W. Rufus Powell and Co., and lately in copartnership with John Morrison, trading at the same place, under the style or firm of John Morrison and Co., Ship and Insurance Broker, and Merchant, will sit on the 7th 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 (by adjournment from the 16th day of November last), 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 to finish his examination; and the creditors, who have not already proved their debts, are to come prepared to prove the same.

JOSHUA EVANS, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed the 8th day of April, 1858, against David Logan Dyer, of No. 15, Queen-street, Seven Dials, in the county of Middlesex, Carrier and Leather Seller, will sit on the 17th day of December next, at twelve of the clock at noon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to 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.

EDWARD HOLROYD, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 14th day of April, 1858, against Benjamin McClesb Chreese, of No. 180, Hoxton Old Town, in the county of Middlesex, Draper, Dealer and Chapman, will sit on the 10th day of December next, at one o'clock in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, 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.

JOSHUA EVANS, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed the 5th day of October, 1858, against Charles William Pratt, of the town of Cambridge, in the county of Cambridge, Draper, Dealer and Chapman, will sit on the 16th day of December next, at eleven o'clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, to 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.

JOSHUA EVANS, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 7th day of October,

1858, against John Prince Goodhew, of Bull's Head-passage, Leadenhall-market, in the city of London, Butcher, will sit on the 16th day of December next, at half past eleven of the clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

EDWARD HOLROYD, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 22nd day of September, 1858, against George Goddard, of the Blue Posts Public House, Berwick-street, Oxford-street, and of the Crown and Grapes Public-house, Little Newport-street, both in the county of Middlesex, Licensed Victualler, will sit on the 10th day of December next, at twelve of the clock at noon precisely, at the Court of Bankruptcy, Basinghall-street, in the city of London, to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

WILLIAM THOMAS JEMMETT, Esq., one of Her Majesty's Commissioners authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 4th day of January, 1858, by John Stuart, of Wigan, in the county of Lancaster, Coffee-house Keeper, will sit on the 6th day of December next, at twelve o'clock at noon precisely, at the Manchester District Court of Bankruptcy, at Manchester, to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

MATTHEW DAVENPORT HILL, Esq., Her Majesty's Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed the 24th day of July, 1858, against Henry Courteen, of Park End, in the township of Westdean, in the county of Gloucester, Innkeeper and Builder, will sit on the 17th 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 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 JAMES PERRY, Esq., Her Majesty's Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 9th day of January, 1858, against Joseph Radcliffe, of Liverpool, in the county of Lancaster, Wine and Beer Merchant, will sit on the 9th day of December next, at eleven of the clock in the forenoon precisely, at the District Court of Bankruptcy, in Liverpool, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

JOHN BALGUY, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 21st day of May, 1855, and filed against Henry Thomas, of Walsall, in the county of Stafford, Saddler, will sit on the 16th day of December next, at eleven o'clock in the forenoon precisely, at the Birmingham District Court of Bankruptcy, at Birmingham, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

WILLIAM SCROPE AYRTON, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 20th day of August, 1858, filed against Henry Earnshaw, of Mytholmroyd, near Halifax, in the county of York, Corn Miller, Dealer and Chapman, will sit on the 9th day of December next, at eleven in the forenoon precisely, at the Leeds District Court of Bankruptcy, in the Commercial-buildings, in Leeds, Yorkshire, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt, under the said Petition, pursuant to "The Bankrupt Law Consolidation Act, 1849."

JOSHUA EVANS, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 20th day of September, 1858, against Edwin Logsdon, of Hitchin, in the county of Hertford, Carriage Builder, will sit on the 17th day of December next, at twelve at noon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

EDWARD HOLROYD, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 12th day of July, 1854, against John Smith and Luke Ashby, of Nos. 42, 43, and 44, Great Coram-street, Brunswick-square, in the county of Middlesex, Linen Drapers, Silk Mercers, Outfitters, Dealers and Chapmen, will sit on the 21st of December next, at twelve at noon precisely, at the Court of Bankruptcy, in Basinghall-street, London, to make a Dividend of the estate and effects of the said bankrupts; when and where the creditors, who have not already proved their debts are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

EDWARD HOLROYD, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 8th day of December, 1856, against John Bowden, of No. 10, Victoria-grove, Brompton, and late of Holywood Brewery, Brompton, and of the York Hotel, Pullen's-row, Islington, all in the county of Middlesex, Brewer and Licensed Victualler, will sit on the 21st day of December next, at twelve of the clock at noon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

EDWARD HOLROYD, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 1st day of March, 1849, against Edward Gibson, of Saint Albans, in the county of Hertford, Banker, Dealer and Chapman, will sit on the 14th day of December next, at twelve of the clock at noon precisely, at the Court of Bankruptcy, 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 Petition for adjudication of Bankruptcy, filed the 7th of July, 1858, against John Small, of Pangbourne, in the county of Berks, Lunkeeper, will sit on the 18th day of December next, at twelve of the clock at noon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

ROBERT GEORGE CECIL FANE, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 9th day of August, 1858, by John Godfrey and John Thomas Godfrey, trading under the name, style, and firm of John Godfrey and Son, at No. 25, Widegate-street, and No. 7, Half Moon-street, Bishopsgate-street Without, in the city of London, Coopers and Packing Case Makers and Co-partners, Dealers and Chapmen, will sit on the 17th day of December next, at one in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, to make a Dividend of the joint estate and effects of the said bankrupts, when and where the creditors who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

ROBERT GEORGE CECIL FANE, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 3rd day of July, 1857, against William Henry Lidbetter, of Tonbridge Wells, in the county of Kent, Corn and Hop Dealer, will sit on the 18th day of December next, at half past eleven o'clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

ROBERT GEORGE CECIL FANE, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 14th day of July, 1858, against Edwin Allen Skeen, of No. 24,

Montague-street, Spitalfields, in the county of Middlesex, Timber Merchant, Dealer and Chapman, will sit on the 18th day of December next, at half-past eleven o'clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the 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 10th day of August, 1855, against Edward Firmin Ellis, late of Hendon, in the county of Middlesex, and Royal Exchange-buildings, in the city of London, Stockbroker, will sit on the 17th of December next, at half-past one o'clock in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

ROBERT GEORGE CECIL FANE, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 2nd day of August, 1858, against Charles Waiter, of No. 28, Great Marylebone street, and No. 6, High-street, Marylebone, in the county of Middlesex, Pawnbroker, Retail Clothier, Trunk Maker, Dealer and Chapman, will sit on the 18th day of December next, at eleven o'clock in the forenoon precisely, at the Court of Bankruptcy, Basinghall-street, 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 to 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 19th day of June, 1858, against Henry Williams, of No. 44, Ludgate-hill, in the city of London, Umbrella and Parasol Manufacturer, Dealer and Chapman, will sit on the 18th day of December next, at twelve o'clock at noon precisely, at the Court of Bankruptcy, in Basinghall-street, 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.

WILLIAM THOMAS JEMMETT, Esq., one of Her Majesty's Commissioners authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 30th day of September, 1857, by George Warburton and John Ormesher, both of the city of Manchester, in the county of Lancaster, Silk Brokers, Merchants, and Copartners, trading under the style or firm of Warburton and Ormesher, will sit on the 14th day of December next, at one of the clock in the afternoon precisely, at the Manchester District Court of Bankruptcy, Manchester, in order to Audit the Accounts of the Assignees of the separate estate and effects of George Warburton, one of the said bankrupts, 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 20th day of December next, at eleven in the forenoon precisely, at the same place, in order to make a Dividend of the separate state and effects of George Warburton, one of the said bankrupts; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

WILLIAM THOMAS JEMMETT, Esq., one of Her Majesty's Commissioners authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 30th day of September, 1857, by George Warburton and John Ormesher, both of the city of Manchester, in the county of Lancaster, Silk Brokers, Merchants, and Copartners, trading under the style or firm of Warburton and Ormesher, will sit on the 14th day of December next, at one o'clock in the afternoon precisely, at the Manchester District Court of Bankruptcy, in Manchester, in order to Audit the Accounts of the Assignees of the separate estate and effects of John Ormesher, one of the said bankrupts, 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 20th of December next, at eleven in the forenoon precisely, at the same place, in order to make a Dividend of the separate estate and

effects of the said John Ormesher, one of the said bankrupts; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

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 6th day of November, 1854, against James Pedley D.ane, of the city of Manchester, Merchant, Dealer and Chapman, will sit on the 9th day of December next, at half past eleven in the forenoon precisely, at the Manchester District Court of Bankruptcy, in Manchester, to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts; and the said Commissioner will also sit on the 17th day of December next, at the same hour, and at the same place, 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.

WILLIAM THOMAS JEMMETT, Esq., one of Her Majesty's Commissioners authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 30th day of September, 1857, by George Warburton and John Ormesher, both of the city of Manchester, in the county of Lancaster, Silk Brokers, Merchants, and Copartners, trading under the style or firm of Warburton and Ormesher, will sit on the 20th December next, at twelve o'clock at noon precisely, at the Manchester District Court of Bankruptcy, in Manchester, in order to make a Dividend of the estate and effects of the said bankrupts; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

WILLIAM THOMAS JEMMETT, Esq., one of Her Majesty's Commissioners authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 19th day of May, 1855, against James Meadows and Richard Edwin Bibby, of, and lately carrying on business in, the city of Manchester, in the county of Lancaster, as Lime Merchants, Dealers and Chapmen, under the style or firm of Meadows and Bibby, will sit on the 20th of December next, at one o'clock in the afternoon precisely, at the Manchester District Court of Bankruptcy, at Manchester, in order to make a Final Dividend of the separate estate and effects of James Meadows, one of the said bankrupts; when and where the creditors who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

MATTHEW DAVENPORT HILL, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 17th day of July, 1858, against Edward Lyde and Philip Stone, of the city of Bristol, Warehousemen, Dealers and Chapmen, trading under the style or firm of Lyde and Stone, will sit on the 7th of January next, at eleven in the forenoon precisely, at the Bristol District Court of Bankruptcy, in the city of Bristol, to make a Dividend of the separate estate and effects of Philip Stone, one of the said bankrupts; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

MATTHEW DAVENPORT HILL, Esq., Her Majesty's Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 18th day of February, 1858, against Samuel Sherring and James Little, of the city of Bristol, Printers, Stationers, and Copartners, will sit on the 17th day of December next, at eleven o'clock in the forenoon precisely, at the Bristol District Court of Bankruptcy, in the city of Bristol, in order to make a Further Dividend of the estate and effects of the said bankrupts; when and where the creditors who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

MATTHEW DAVENPORT HILL, Esq., Her Majesty's Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 30th day of December, 1857, against George Wall, of High-street, Cheltenham, in the county of Gloucester, Grocer, Baker, Dealer and Chapman, will sit on the 7th day of January next, at eleven of the clock in the forenoon pre-

cisely, 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.

WHEREAS the Court, authorized to act in the prosecution of a Petition for adjudication in Bankruptcy, filed on the 20th day of September, 1858, and now in prosecution against Edwin Logsdon, of Hitchin, in the county of Hertford, Carriage Builder, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Joshua Evans, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 17th of December next, at twelve o'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, intitled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

WHEREAS the Court authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 4th day of October, 1858, and now in prosecution against Francis Parry McCarthy, of No. 7, Beech-street, Barbican, in the city of London, Metal Broker and Ironmonger, 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 21st day of December next, at 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, intitled "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 5th day of August, 1858, and now in prosecution against Maria Elizabeth Cartwright, late of Maidstone, in the county of Kent, but now of Sherborne, in the county of Norfolk, Hop Merchant, Manure Merchant, Dealer and Chapman, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Edward Goulburn, Serjeant-at-Law, one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 20th day of December next, at half past eleven of the clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute, passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intitled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

WHEREAS the Court, authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 9th day of August, 1858, and now in prosecution against John Godfrey and John Thomas Godfrey, trading under the name, style, and firm of John Godfrey and Son, at No. 25, Widegate-street, and No. 7, Half Moon-street, Bishop-gate-street without, in the city of London, Coopers and Packing Case Makers, and Copartners, Dealers and

Chapmen, has, on the application of the said bankrupts, appointed a public sitting under such Petition, to be held before Robert George Cecil Fane, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 17th day of December next, at one o'clock in the afternoon precisely, at the Court of Bankruptcy, Basinghall-street, in the city of London, for the allowance of the Certificate of the said 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, intitled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupts, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

WHEREAS the Court, authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 2nd day of August, 1858, and now in prosecution against Charles Walter, of 28, Great Marylebone-street, and No. 6, High-street, Marylebone, in the county of Middlesex, Pawnbroker, Retail Clothier, Trunk Maker, 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 18th day of December next, at eleven o'clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, London, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intitled "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 14th day of July, 1858, and now in prosecution against Edwin Allen Skeen, of No. 24, Montague-street, Spitalfields, in the county of Middlesex, Timber Merchant, Dealer and Chapman, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Robert George Cecil Evans, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 18th of December next, at half past eleven o'clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, London, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute, passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intitled "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 26th day of August, 1858, and now in prosecution against John Jones, of No. 205, King's-road, Chelsea, in the county of Middlesex, Draper, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Robert George Cecil Fane, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 18th of December next, at half past eleven o'clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, London, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intitled, "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 March, 1858, and now in prosecution against John Townsend, of Greenwich, in the county of Kent, Auctioneer, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Robert Cecil Fane, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 18th day of December next, at eleven of the clock in the afternoon 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 10th day of August, 1858, and now in prosecution against John Harrison and John Garford Briggs, of No. 2. Austin Friars, in the city of London, Oil and Seed Brokers, and Partners, has, on the application of the said bankrupts, appointed a public sitting under such Petition, to be held before Robert George Cecil Fane, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 17th day of December next, at half-past eleven o'clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, London, for the allowance of the Certificate of the 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 July, 1858, and now in prosecution against Thomas Thumwood, late of the Bush Inn, Farnham, in the county of Surrey, Innkeeper, Dealer and Chapman, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Robert Cecil Fane, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 17th day of December next, at twelve o'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 28th day of July, 1858, and now in prosecution against William Pearce and Lewis Pearce, of Salisbury, in the county of Wilts, Coachmakers, has, on the application of the said bankrupts, appointed a public sitting under such Petition, to be held before Robert George Cecil, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 17th

December next, at twelve of the clock at noon precisely, at the Court of Bankruptcy, Basinghall-street, London, for the allowance of the Certificate of the said bankrupts' conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute, passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupts, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

WHEREAS the Court, authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 1st day of September, 1858, and now in prosecution against Thomas Barnard, of No. 85, Charlotte-street, Fitzroy-square, in the county of Middlesex, Bookseller, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Robert George Cecil Fane, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 17th day of December next, at half past one of the clock in the afternoon 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 shown 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 11th day of August, 1858, and now in prosecution against James Massey, of the Crown Inn, Cranbourne-passage, Leicester-square, in the county of Middlesex, Victualler and Innkeeper, Dealer and Chapman, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Robert George Cecil Fane, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 17th day of December next, at half-past one o'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 against John Burbidge, of the city of Bristol, Newspaper Proprietor and Printer, and bearing date the 30th day of September, 1858, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Matthew Davenport Hill, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 20th December next, at eleven o'clock in the forenoon precisely, at the District Court of Bankruptcy, at Bristol, 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 Henry James Perry, Esq., Her Majesty's Commissioner authorised to act under a Petition for adjudication of Bankruptcy, filed on the 24th day of May, 1858, against Daniel Thomas, of Carnarvon, in the county of Carnarvon, Draper, Dealer and Chapman, will, pursuant to "The Bankrupt Law Consolidation Act, 1849," sit on the 20th day of December next, at eleven of the clock in the forenoon precisely, at the Liverpool District Court of Bankruptcy at Liverpool, for the allowance of a Certificate of conformity to the said Daniel Thomas, under the said Petition. Any of the creditors of the said bankrupt, who shall have given due notice of his or their intention to oppose, may at such sitting be heard against the allowance of such certificate, pursuant to the Statute in such case made and provided.

NOTICE is hereby given, that William Thomas Jenmett, Esq., one of Her Majesty's Commissioners acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 25th day of September, 1858, against John Wright and Samuel Stringer, both of Bank Mill, Longsight, and the city of Manchester, in the county of Lancaster, Woollen Cloth Merchants and Woollen Waste Dealers, Dealers and Chapmen, will, pursuant to "The Bankrupt Law Consolidation Act, 1849," on the application of the said bankrupt, sit on the 21st day of December next, at eleven of the clock in the forenoon precisely, at Her Majesty's 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, at such sitting, be heard against the allowance of such Certificate, pursuant to the statute in such case made and provided.

WILLIAM SCROPE AYRTON, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 10th day of August, 1858, and filed in Her Majesty's District Court of Bankruptcy at Leeds, against Thomas Henry Coldwell, of Wakefield, in the county of York, Worsted Spinner, Dealer and Chapman, trading under the style or firm of Coldwell Brothers, hath appointed a public sitting under such Petition, to be holden on the 17th day of December next, at eleven o'clock in the forenoon precisely, at the District Court of Bankruptcy in the Commercial-buildings, Leeds, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, 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 shown to the contrary, or such other order will be made therein as the justice of the case may require.

JOHN BALGUY, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 14th day of September, 1858, and filed in Her Majesty's District Court of Bankruptcy, at Birmingham, against John Palmer, of the city of Worcester, Hop Merchant, has appointed a public sitting for the allowance of the Certificate under such Petition for adjudication of Bankruptcy, to be holden on the 17th day of December next, at half past twelve clock in the afternoon 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 29th day of July, 1858, against Charles Frederick Willson, of No. 14, Minster-street, Reading, in the county of Berks, Grocer and Tea Dealer, did, on the 15th day of November instant, allow the said Charles Frederick Willson his 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, which was duly filed against Charles Hale Jessop, of Saint James's-square, Cheltenham, in the county of Gloucester, Seedsman, Nurseryman, Dealer and Chapman, bearing date the 21st day of July, 1858, did, on the 23rd day of November instant, allow the said Charles Hale Jessop a Certificate of conformity 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 13th day of September, 1858, against George Joseph Ashton and John Procter, of No. 11, Mark-lane, in the city of London, and of Lavender Dock Wharf, Rotherhithe, in the county of Surrey, Merchants, copartners in trade, trading under the firm of Ashton and Procter, did, on the 23rd day of November, 1858, allow the said George Joseph Ashton and John Procter each 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, which was duly filed against William Francis Fitzgerald Powell Bryant, of Bridgend, in the county of Glamorgan, Iron Founder and Agricultural Implement Maker, Dealer and Chapman, formerly also of Cefn-Cribbur, in the same county, Coal and Iron Miner and Brickmaker, commonly known as William Bayant, bearing date the 25th day of August, 1858, did, on the 23rd day of November instant, allow the said William Francis Fitzgerald Powell Bryant a Certificate of conformity 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.

NOTICE is hereby given, that the Court, acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 21st day of September, 1858, against Stephen Constantine Galatti, of Liverpool, in the county of Lancaster, Insurance Broker, Underwriter and Commission Agent, did, on the 23rd day of November, 1858, allow the said bankrupt a Certificate of the second class, subject to a suspension of the operation thereof for three months from the said 23rd day of November, 1858, and that such Certificate will be delivered to the said bankrupt, unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

NOTICE is hereby given, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 25th day of August, 1858, against George Moreton, of Liverpool, in the county of Lancaster, Boot and Shoe Dealer and Chapman, did, on the 15th day of November, 1858, allow the said bankrupt a Certificate of the third class, subject to a suspension of the operation thereof for six months from the said 15th day of November, 1858, and that such Certificate will be delivered to the said bankrupt, unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

NOTICE is hereby given, that Walker Skirrow, Esq., one of the Commissioners of Her Majesty's Court of Bankruptcy, at Manchester, acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 25th day of November, 1857, against Joseph Harris, of Bolton, in the county of Lancaster, Chemical Manufacturer, and also under a Petition for adjudication of Bankruptcy, filed the 31st day of December, 1857, against William Harris, of School-hill, in Bolton, in the county of Lancaster, Manufacturing Chemist, Dealer and Chapman, now or lately carrying on business at Bolton aforesaid, in copartnership with Joseph Harris, of Bolton aforesaid, Manufacturing Chemist, under the style or firm of Joseph Harris, did, on the 18th day of November, 1858, (after a suspension of six calendar months from the 14th day of May, 1858,) allow the said bankrupts Certificates of conformity of the third class, and that such Certificates will be delivered to the said bankrupts, unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

JOHN BALGUY, Esq., one of Her Majesty's Commissioners, authorized to act under an adjudication of Bankruptcy, bearing date the 31st day of July, 1858, and made in Her Majesty's District Court of Bankruptcy, at Birmingham, against Samuel Stuart, of Wednesbury, in the county of Stafford, Grocer, Provision Dealer, Dealer and Chapman, did, on the 15th of November, 1858, allow the said Samuel Stuart 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.

JOHN BALGUY, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication in Bankruptcy, bearing date the 9th day of September, 1858, and filed in Her Majesty's District Court of Bankruptcy, at Birmingham, by James Fletcher Harper, of Dudley, in the county of Worcester, Ironmonger and Brazier, did, on the 15th day of November, 1858, allow the said James Fletcher Harper 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.

JOHN BALGUY, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication in Bankruptcy, bearing date the 7th day of August, 1858, and filed in Her Majesty's District Court of Bankruptcy, at Birmingham, against John Harris Blakemore, of Wednesbury, in the county of Stafford, Brass and Iron Founder, did, on the 15th day of November, 1858, allow the said John Harris Blakemore 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.

JOHN BALGUY, Esq., one of Her Majesty's Commissioners, authorized to act under a Petition for an adjudication of Bankruptcy, bearing date the 9th day of September, 1858, and filed in Her Majesty's District Court of Bankruptcy, at Birmingham, against James Hundy, of Birmingham, in the county of Warwick, Timber Merchant, Dealer and Chapman, did, on the 15th day of November, 1858, allow the said James Hundy 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.

WILLIAM SCROPE AYRTON, Esq., one of the Commissioners of Her Majesty's Court of Bankruptcy for the Leeds District, acting in the prosecution of a Petition for adjudication of Bankruptcy, filed against Wells Hood, of the city of York, Wine, Spirit, and Seed Merchant, Dealer and Chapman, hath allowed to the said bankrupt a Certificate of conformity of the second class, bearing date the 22nd day of November, 1858, and such Certificate will be delivered to the said bankrupt, at the expiration of twenty-one days from the date hereof, unless an appeal be duly entered against the same.

WILLIAM SCROPE AYRTON, Esq., one of the Commissioners of Her Majesty's Court of Bankruptcy for the Leeds District, acting in the prosecution of a Petition for adjudication of Bankruptcy, filed against James Sheard, of Huddersfield, in the county of York, Corn Factor, Dealer and Chapman, hath allowed to the said bankrupt a Certificate of conformity of the second class bearing date the 23rd day of November, 1858; and such Certificate will be delivered to the said bankrupt at the expiration of twenty-one days from the date hereof unless an appeal be duly entered against the same.

WILLIAM SCROPE AYRTON, Esq., one of the Commissioners of Her Majesty's Court of Bankruptcy for the Leeds District, acting in the prosecution of a Petition for adjudication of Bankruptcy, filed against Thomas Robinson the younger, of Sheffield, in the county of York, Watchmaker and Jeweller, hath allowed to the said bankrupt a Certificate of conformity of the third class, bearing date the 13th day of November, 1858, and such Certificate will be delivered to the said bankrupt at the expiration of twenty-one days from the date hereof, unless an appeal be duly entered against the same.

WILLIAM SCROPE AYRTON, Esq., one of the Commissioners of Her Majesty's Court of Bankruptcy for the Leeds District, acting in the prosecution of a Petition for adjudication of Bankruptcy, filed against John Cropper, of the Old Park Mill, in the parish of Sheffield, in the county of York, Miller, Dealer and Chapman, hath allowed to the said bankrupt a Certificate of conformity of the third class, bearing date the 13th day of November, 1858; and such Certificate will be delivered to the said bankrupt, at the expiration of twenty-one days from the date hereof, unless an appeal be duly entered against the same.

WILLIAM SCROPE AYRTON, Esq., one of the Commissioners of Her Majesty's Court of Bankruptcy for the Leeds District, acting in the prosecution of a Petition for adjudication of Bankruptcy, filed against William Walker, of Bradford, in the county of York, Wool-stapler, Dealer and Chapman, hath allowed to the said bankrupt a Certificate of conformity of the first class, bearing date the 12th day of November, 1858; and such Certificate will be delivered to the said bankrupt, at the expiration of twenty-one days from the date hereof, unless an appeal be duly entered against the same.

WILLIAM SCROPE AYRTON, Esq., one of the Commissioners of Her Majesty's Court of Bankruptcy for the Leeds District, acting in the prosecution of a Petition for adjudication of Bankruptcy, filed against Margaret Blackwell, of Sheffield, in the county of York, Coach Manufacturer (wife of Joseph Blackwell, a Lunatic), trading as a Feme Soie, under the style or firm of Blackwell and Company, at Sheffield aforesaid, hath allowed to the said bankrupt a Certificate of conformity of the third class, bearing date the 13th day of November, 1858; and such Certificate will be delivered to the said bankrupt, at the expiration of twenty-one days from the date hereof, unless an appeal be duly entered against the same.

WILLIAM SCROPE AYRTON, Esq., one of the Commissioners of Her Majesty's Court of Bankruptcy for the Leeds District, acting in the prosecution of a Petition for adjudication of Bankruptcy, filed against Thompson Hargreaves, of Bradford, in the county of York, Innkeeper, Dealer and Chapman, hath allowed to the said bankrupt a Certificate of conformity of the third class, bearing date the 12th day of November, 1858; and such Certificate will be delivered to the said bankrupt at the expiration of twenty-one days from the date hereof, unless an appeal be duly entered against the same.

WILLIAM SCROPE AYRTON, Esq., one of the Commissioners of Her Majesty's Court of Bankruptcy for the Leeds District, acting in the prosecution of a Petition for adjudication of Bankruptcy, filed against Joseph Ainley, of Elland, near Halifax, in the county of York, Woollen Manufacturer, Dealer and Chapman, hath allowed to the said bankrupt a Certificate of conformity of the third class, bearing date the 12th day of November, 1858, and such Certificate will be delivered to the said bankrupt at the expiration of twenty-one days from the date hereof, unless an appeal be duly entered against the same.

WILLIAM SCROPE AYRTON, Esq., one of the Commissioners of Her Majesty's Court of Bankruptcy for the Leeds District, acting in the prosecution of a Petition for adjudication of Bankruptcy, filed against Edward Burkinshaw and William Hudson, of Knaresborough and Wetherby, in the county of York, Carriers and Leather Cutters, Dealers, and Chapmen, hath allowed to the said bankrupt, William Hudson, a Certificate of conformity of the first class, bearing date the 12th day of November, 1858; and such Certificate will be delivered to the said bankrupt, at the expiration of twenty-one days from the date hereof, unless an appeal be duly entered against the same.

WILLIAM SCROPE AYRTON, Esq., one of the Commissioners of Her Majesty's Court of Bankruptcy for the Leeds District, acting in the prosecution of a Petition for adjudication of bankruptcy, filed against Henry Jones, of Rockingham-street, in Sheffield, in the county of York, Brass and German Silver Founder, Dealer and Chapman, hath allowed to the said bankrupt a certificate of conformity of the third class, bearing date the 13th day of November, 1858, and such certificate will be delivered to the said bankrupt at the expiration of twenty-one days from the date hereof, unless an appeal be duly entered against the same.

WHEREAS a Petition of Joseph Clarke, at present and for ten months last past residing at No. 13, Dawson-street, Whitechapel, in the borough of Liverpool, in the county of Lancaster, and for four years previous thereto residing at No. 8, Spitalfields, in the borough aforesaid, and carrying on business at the same places and for the same times as a Retailer of Ale, Beer, Cider, and Cordials, Licensed Dealer in Tobacco, and Boarding and Lodging-house Keeper, an insolvent debtor, having been filed in the County Court of Lancashire, at Liverpool and an interim order for protection from process having been given to the said Joseph Clarke, under the provisions of the Statutes in that case made and provided, the said Joseph Clarke is hereby required to appear before the said Court, on the 7th day of December next, at twelve of the clock at noon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said Joseph Clarke, or that have any of his effects, are not to pay or deliver the same but to Mr. William Statham, Registrar of the said Court, at his office, No. 80, Lime-street, Liverpool, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Joseph Edward Edwards, now and for the last eleven months past residing at No. 6, Adelaide-buildings, Ranelagh-place, Liverpool, in the county of Lancaster, Hair Dresser, Wig Maker, Dealer in Perfumery, and all other articles appertaining to that trade, and during four months of such period, namely, from March, 1858, to July, 1858, also occupying the house No. 5, in Adelaide-buildings aforesaid, and carrying on thereat the trade of a Tobaccoconist, and dealer in all other articles belonging to that business, and during four months of such first-mentioned period, namely, from July, 1858, to November, 1858, letting off the aforesaid premises No. 5, Adelaide-buildings, to sub-tenants, previously during three months residing at No. 4, Sidney-place, Edge-hill, in Liverpool aforesaid, previously during nine weeks residing at No. 23, Everton Village, in the township of Everton, in the parish of Walton-on-the-Hill, previously during nine months residing at No. 13, Duckworth-street, Brunswick-road, previously during twelve months residing at No. 45, Gregson-street, all within Liverpool aforesaid, previously during two years residing at Queen's-place, Tranmere, in the

county of Chester, and carrying on at each and all of the places last-mentioned the business of a Hair Dresser, Wig Maker, Perfumer, and dealer in all other articles appertaining to that trade, also occasionally letting off apartments to lodgers, an insolvent debtor, having been filed in the County Court of Lancashire, at Liverpool, and an interim order for protection from process having been given to the said Joseph Edward Edwardes, under the provisions of the Statutes in that case made and provided, the said Joseph Edward Edwardes is hereby required to appear before the said Court, on the 7th day of December next, at twelve o'clock noon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said Joseph Edward Edwardes, or that have any of his effects, are not to pay or deliver the same but to Mr. William Statham, Registrar of the said Court, at his office, No. 80, Lime-street, Liverpool, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of George Brooker, now and for the last three years and ten months past residing at No. 23, Penrith-street, Toxteth-park, Liverpool, in the county of Lancaster, Journeyman Ship Carver, being also a Collector of Rents for his brother, John Brooker, and occasionally letting off apartments to lodgers, an insolvent debtor, having been filed in the County Court of Lancashire, at Liverpool, and an interim order for protection from process having been given to the said George Brooker, under the provisions of the Statutes in that case made and provided, the said George Brooker is hereby required to appear before the said Court on the 7th 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 George Brooker, or that have any of his effects, are not to pay or deliver the same but to Mr. William Statham, Registrar of the said Court, at his office, No. 80, Lime-street, Liverpool, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of James Matthewson, now and for the last eight weeks past residing at No. 57, King-street, Edgehill, Liverpool, in the county of Lancaster, Retailer of Ale, Beer, Cider, and Cordials, Licensed Dealer in Tobacco, and Labourer; previously residing during five weeks at No. 122, Chatsworth-street, Liverpool aforesaid, Labourer, previously during nine months residing at No. 38, Olive-street, Oxford-street, in Liverpool aforesaid. Retailer of Ale, Beer, Cider, and Cordials, Licensed Dealer in Tobacco, and Labourer, previously during four months residing at No. 28, Harbord-street, in Liverpool aforesaid. Labourer, previously during four months residing at No. 1, Lord-street, Edgehill, in Liverpool aforesaid, Manager of a Beer-house and Labourer, and occasionally letting off Apartments to Lodgers, an insolvent debtor, having been filed in the County Court of Lancashire, at Liverpool, and an interim order for protection from process having been given to the said James Matthewson, under the provisions of the Statutes in that case made and provided, the said James Matthewson is hereby required to appear before the said Court, on the 7th day of December next, at twelve o'clock at noon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said James Matthewson, or that have any of his effects, are not to pay or deliver the same but to Mr. William Statham, Registrar of the said Court, at his office, No. 80, Lime-street, Liverpool, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Samuel Edward Hodson, at present and for one year and three months now last past residing at No. 4, Hayfield-terrace, High-street West, in the township of Pendleton, in the parish of Eccles, and county palatine of Lancaster, during one month of the period following the occupation of Commercial Traveller and Salesman, and during the remainder thereof carrying on business as an Architectural Designer, Engraver, Lithographer, Copper-plate, and Letter-press Printer, part of the period at No. 2, John Dalton-street, and during the remainder at No. 1, Cross-street, both in Manchester, in the said county, for three years previous thereto residing at No. 131 A, Church-street, in Pendleton aforesaid, and whilst there carrying on the said businesses, and part of the period at No. 48, Princess-street, and during the remainder thereof, at No. 2, John Dalton-street, both in Manchester aforesaid, and for four years previously thereto, residing at No. 5, Albert-terrace, Ellor-street, in Pendleton aforesaid, and whilst there following the occupation of Commercial

Traveller and Salesman, an insolvent debtor, having been filed in the County Court of Lancashire, at Salford, and an interim order for protection from process having been given to the said Samuel Edward Hodson, under the provisions of the Statutes in that case made and provided, the said Samuel Edward Hodson 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 Samuel Edward Hodson, or that have any of his effects, are not to pay or deliver the same but to Mr. Frederick Copley Hulton, Registrar of the said Court, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Thomas Allmark, now residing at Wheat-hill, in the borough of Salford, in the county of Lancaster, Engine Driver, an insolvent debtor, having been filed in the County Court of Lancashire, at Salford, and an interim order for protection from process having been given to the said Thomas Allmark, under the provisions of the Statutes in that case made and provided, the said Thomas Allmark is hereby required to appear before the said Court, on the 8th 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 notice is hereby given, that the choice of assignees is to take place at the time so appointed. All persons indebted to the said Thomas Allmark, or that have any of his effects, are not to pay or deliver the same, but to Mr. Frederick Copley Hulton, Registrar of the said Court, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Alexander Stacey, formerly of Brook street, Teacher of Music, and late of No. 68, and now residing at No. 69, Great Thornton-street, and carrying on business at No. 17, Saint John-street, as a Dealer in Musical Instruments and Pianofortes, Music Publisher and Seller, and Teacher of Music, and also being engaged on his own account, and with others, in the getting up of Concerts and Public Entertainments, at Hull, Beverley, Grimsby, York, Leeds, Halifax, and Huddersfield, all the said places of residence and business 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, Kingston-upon-Hull, and an interim order for protection from process having been given to the said Alexander Stacey, under the provisions of the Statutes in that case made and provided, the said Alexander Stacey is hereby required to appear before the said Court, on the 10th day of December next, at ten of the clock in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said Alexander Stacey, or that have any of his effects, are not to pay or deliver the same but to Mr. Charles Henry Phillips, Registrar of the said Court, at his office, No. 36, Salthouse-lane, in Kingston-upon-Hull aforesaid, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of James Potts, formerly of Motherby, near Greystoke, in the county of Cumberland, Labourer, then of Greystoke aforesaid, Innkeeper and Labourer, and now of Greystoke, Labourer, an insolvent debtor, having been filed in the County Court of Cumberland, at Penrith, and an interim order for protection from process having been given to the said James Potts, under the provisions of the Statutes in that case made and provided, the said James Potts is hereby required to appear before the said Court, on the 10th of December next, at half-past nine in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said James Potts, or that have any of his effects, are not to pay or deliver the same but to Mr. Carleton Varty, Registrar of the said Court, at his office, at Penrith, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Thomas Hurst, at present and for six weeks last past and upwards residing in Park Hall-street, in Longton, in the county of Stafford, Potter, and for six years previous thereto residing at Dividylane, near Longton, in the said county, and for a portion of that time carrying on the trade or business of a Grocer and Provision Dealer, and a Journeyman Potter, an insolvent debtor, having been filed in the County Court of Staffordshire, at the Townhall, Stoke-upon-Trent, and an interim order for protection from process having been given to the

said Thomas Hurst, under the provisions of the Statutes in that case made and provided, the said Thomas Hurst is hereby required to appear before the said Court, on the 23rd 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 Hurst, or that have any of his effects, are not to pay or deliver the same but to Mr. William Keary, Registrar of the said Court, at his office, Stoke-upon-Trent, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of William Colclough, for the last twelve months residing in Wharf-street, Stoke-upon-Trent, in the county of Stafford, Licensed Brewer, and Dealer in Beer and Tobacco, also working as a Potter, and being Leader of the Longton Brass Band, previously for four years residing in Temple-street, Fenton, in the said county, working as a Potter, and being Leader of the Longton Brass Band, and formerly residing in East Vale, near Longton, in the said county, working as a Potter, and being Leader of the Longton Brass Band, an insolvent debtor, having been filed in the County Court of Staffordshire, at the Townhall, Stoke-upon-Trent, and an interim order for protection from process having been given to the said William Colclough, under the provisions of the Statutes in that case made and provided, the said William Colclough is hereby required to appear before the said Court, on the 23rd 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 William Colclough, or that have any of his effects, are not to pay or deliver the same but to Mr. William Keary Registrar of the said Court, at Stoke-upon-Trent, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Henry Packer, now and for three years past residing at No. 48, Little Norwood, in the parish of Leckhampton, in the county of Gloucester, and being a labourer, and for three months prior thereto residing in Shur-ington-road, in the said parish of Leckhampton, and being a labourer, and for two years prior thereto residing at No. 28, Mount Pleasant, Singers-hill, Blucher-street, in the borough of Birmingham, and being a Labourer and Carter, and for nine months prior thereto residing at Prospect-cottage, in the parish of Cheltenham, in the county of Gloucester, and in the borough of Cirencester, in the county of Gloucester, and being a Labourer and a Police Constable, and for one month prior thereto residing at Westhall Farm, in the parish of Cheltenham aforesaid, and being a Labourer, and for two months prior thereto residing at Morend-street, in the parish of Leckhampton aforesaid, and being a Labourer, and for nine months prior thereto residing in the parish of Pitchcombe, in the county of Gloucester, and being an Innkeeper and Haulier, an insolvent debtor, having been filed in the County Court of Gloucestershire, at the Court-house, Regent-street, Cheltenham, and an interim order for protection from process having been given to the said Henry Packer, under the provisions of the Statutes in that case made and provided, the said Henry Packer is hereby required to appear before the said Court, on the 21st of December next, at ten in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said Henry Packer, or that have any of his effects, are not to pay or deliver the same but to Mr. Charles Francis Gale, Registrar of the said Court, at his office, at Cheltenham, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of John Cox, at present and for three weeks past residing at No. 1, Oxford-passage, and being out of business and for six months previously thereto, residing at No. 143, High-street, and being a Confectioner, and for three months of the said period carrying on business at No. 18, Winchcomb-street, and being a Confectioner, and for five years and six months previously thereto, residing at No. 154, in the High-street, and being a Confectioner, and for three years of the same period, carrying on business as a Confectioner, at No. 18, Winchcomb-street as aforesaid, all of which said residences are situate in the parish of Cheltenham, in the county of Gloucester, an insolvent debtor, having been filed in the County Court of Gloucestershire, at the Court-house, Regent-street, Cheltenham, and an interim order for protection from process having been given to the said John Cox, under the provisions of the Statutes in that case made and provided, the said John Cox, is hereby required to appear before the said Court, on the 21st 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 Cox, or that have any of his effects, are not to pay or deliver the same but to Mr. Charles Francis Gale, Registrar of the said Court, at his office, at Cheltenham, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Esau Mumford (sued as John Mumford), at present and for six years, or thereabouts, last past residing at No. 32, Park-street, in the parish of Charlton Kings, Gloucestershire, and being a Driver of the Mail Cart, running between Cheltenham and Witney, Oxfordshire, and in the employ of William Hawkes, of Charlton Kings aforesaid, Contractor with the General Post Office Authorities, for the carriage of letters by the said Mail Cart, and during a part of such period renting stables at Charlton Kings aforesaid and Northleach, in Gloucestershire and Witney, in Oxfordshire, an insolvent debtor, having been filed in the County Court of Gloucestershire, at the Court-house, Regent-street, Cheltenham, and an interim order for protection from process having been given to the said Esau Mumford, under the provisions of the Statutes in that case made and provided, the said Esau Mumford is hereby required to appear before the said Court, on the 21st 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 Esau Mumford, or that have any of his effects, are not to pay or deliver the same but to Mr. Charles Francis Gale, Registrar of the said Court, at his office at Cheltenham, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Henry Seymour Roycroft, now and for the last two years and six months residing in Albion-street, in the borough of Hanley, Staffordshire, Coach Builder, and trading under the name of William Jennings, previously for two years and six months of Hope-street, in the borough and county aforesaid, Coach Builder, and in copartnership with Francis Cooper, trading under the style or firm of Cooper and Roycroft, formerly for five years residing in Paradise-street, West Bromwich, in the county aforesaid, Assistant Coach Builder, an insolvent debtor, having been filed in the County Court of Staffordshire, at the Town-hall, Hanley, and an interim order for protection from process having been given to the said Henry Seymour Roycroft, under the provisions of the Statutes in that case made and provided, the said Henry Seymour Roycroft is hereby required to appear before the said Court, on the 28th day of December next, at eleven o'clock in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and notice is hereby given, that the choice of assignees is to take place at the time so appointed. All persons indebted to the said Henry Seymour Roycroft, or that have any of his effects, are not to pay or deliver the same but to Mr. Edward Challinor, Registrar of the said Court, at Hanley, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of William Carter, formerly for fifteen months and upwards residing at No. 66, Market-street, in Hanley, in the county of Stafford, there carrying on the trade or business of a Grocer and Provision Dealer, since then in lodgings in George-street, in Stoke-upon-Trent, in the said county of Stafford, out of business, afterwards for eighteen months and upwards residing at No. 34, West-street, in Hanley aforesaid, partly out of business, and at times following the occupation of a China Gilder, then for three months and upwards residing in lodgings at No. 34, Market-street, in Hanley aforesaid, and following the occupation of a China Gilder, and at present and for upwards of a week last past residing in lodgings in Church-street, in Hanley aforesaid, and following the said occupation of a China Gilder, an insolvent debtor, having been filed in the County Court of Staffordshire, at the Townhall, Hanley, and an interim order for protection from process having been given to the said William Carter, under the provisions of the Statutes in that case made and provided, the said William Carter is hereby required to appear before the said Court, on the 28th of December next, at eleven in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of assignees is to take place at the time so appointed. All persons indebted to the said William Carter, or that have any of his effects, are not to pay or deliver the same but to Mr. Edward Challinor, Registrar of the said Court, at his office, at Hanley, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of William Levi Williams (sometimes known and sued as Levi Williams), at present and for eight months or thereabouts last past, residing at No. 1, Columbia-street, near the city but in the county of Gloucester, and being a Bricklayer and Dealer in Coals, Fire Bricks, and Squares, Sewerage Pipes, and Chimney Pots, and for about the last three months of such period also selling Hay, Straw, Fruit, and Potatoes by retail, previously of No. 33, Ivy-lane, Lawley-street, Birmingham, in the county of Warwick, Bricklayer and Coal Dealer, and formerly of Mill-lane, Lower Barton-street (near the third mill), near the city but in the county of Gloucester aforesaid, Bricklayer and Small Builder, an insolvent debtor, having been filed in the County Court of Gloucestershire, at Gloucester, and an interim order for protection from process having been given to the said William Levi Williams, under the provisions of the Statutes in that case made and provided, the said William Levi Williams is hereby required to appear before James Francillon, Esq., Judge of the said Court, on the 16th 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 William Levi Williams, or that have any of his effects, are not to pay or deliver the same but to Mr. Robert Wilton, Registrar of the said Court, at his office, at Gloucester, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of James Matthews, now and for three months last past residing at No. 3, Keynsham-street, in the parish of Cheltenham, in the county of Gloucester, being a Working Painter and Plasterer, and for six weeks immediately preceding thereto residing in lodgings in Saint Paul's-street North, in the said parish of Cheltenham, and being a Working Painter and Plasterer, and for eighteen months immediately preceding thereto residing in No. 96, Westgate-street, in the city of Gloucester, being a Shopkeeper, Grocer, Painter, and Plasterer, and for sixteen years immediately previous thereto residing in the Plasterer's Arms, in Clare-street, in the said city of Gloucester, and being an Innkeeper, Painter, and Plasterer, an insolvent debtor, having been filed in the County Court of Gloucestershire, at Gloucester, and an interim order for protection from process having been given to the said James Matthews, under the provisions of the Statutes in that case made and provided, the said James Matthews is hereby required to appear before James Francillon, Esq., the Judge of the said Court, on the 16th 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 James Matthews, or that have any of his effects, are not to pay or deliver the same but to Mr. Robert Wilton, Registrar of the said Court, at his office, at Gloucester, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Edward Harman, for eighteen months or thereabouts last past of the Island, in the city of Gloucester, Carpenter, Wheelwright, Blacksmith, and Dealer in Timber and Cement, and previously of Dockham, in the same city, Carpenter, Wheelwright, Blacksmith, and Dealer in Timber, an insolvent debtor, having been filed in the County Court of Gloucestershire, at Gloucester, and an interim order for protection from process having been given to the said Edward Harman, under the provisions of the Statutes in that case made and provided, the said Edward Harman is hereby required to appear before James Francillon, Esq., the Judge of the said Court, on the 16th 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 Edward Harman, or that have any of his effects, are not to pay or deliver the same but to Mr. Robert Wilton, Registrar of the said Court, at his office, at Gloucester, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of William Jones, at present and for sixteen months or thereabouts last past residing at No. 54, Lower Northgate-street, in the city of Gloucester, and being a Paper Hanger and Dealer, and his wife during the same time being a Milliner and Dress Maker, and formerly of No. 63, Lower Northgate-street, Gloucester aforesaid, Paper Hanger and Dealer, an insolvent debtor, having been filed in the County Court of Gloucestershire, at Gloucester, and an interim order for protection from process having been given to the said

William Jones, under the provisions of the Statutes in that case made and provided, the said William Jones is hereby required to appear before James Francillon, Esq., the Judge of the said Court, on the 16th 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 William Jones, or that have any of his effects, are not to pay or deliver the same but to Mr. Robert Wilton, Registrar of the said Court, at his office, at Gloucester, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Alfred Smith, of No. 1, Mortimer-street, Herne Bay, in the parish of Herne, in the county of Kent, Repairer and Mender of Watches, Clocks, and Jewellery, an insolvent debtor, having been filed in the County Court of Canterbury at Kent, and an interim order for protection from process having been given to the said Alfred Smith, under the provisions of the Statutes in that case made and provided, the said Alfred Smith is hereby required to appear before the said Court, on the 10th of December next, at eleven in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said Alfred Smith, or that have any of his effects, are not to pay or deliver the same but to Mr. John Callaway, Registrar of the said Court, at his office, at Canterbury, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Thomas Daw, of No. 2, Saint Dunstan's-street, Canterbury, Kent, Tailor and Woollen Draper, and occasionally letting lodgings, an insolvent debtor, having been filed in the County Court of Kent, at Canterbury, and an interim order for protection from process having been given to the said Thomas Daw, under the provisions of the Statutes in that case made and provided, the said Thomas Daw, is hereby required to appear before the said Court, on the 10th day of December next, at eleven of the clock in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said Thomas Daw, or that have any of his effects, are not to pay or deliver the same but to Mr. John Callaway, Registrar of the said Court, at his office at Canterbury, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of George Wilson, late of Nunnington, in the county of York, but now of Kirbymoorside, in the said county, Grocer, Draper, Hawker, and Dealer in Small-wares, and also Milliner and Bonnet Maker, carried on by petitioner's wife, an insolvent debtor, having been filed in the County Court of Yorkshire, at the Court-house, Helmsley, and an interim order for protection from process having been given to the said George Wilson, under the provisions of the Statutes in that case made and provided, the said George Wilson, is hereby required to appear before the said Court, on the 4th of December next, at ten in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said George Wilson, or that have any of his effects, are not to pay or deliver the same but to Mr. William Simpson, Registrar of the said Court, at his office at Helmsley, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Charles Charles, of No. 44, Castle Bailey-street, at Swansea, in the county of Glamorgan, Clock and Watch Maker, Jeweller, and Dealer in Fancy things, an insolvent debtor, having been filed in the County Court of Glamorganshire, at Swansea, and an interim order for protection from process having been given to the said Charles Charles, under the provisions of the Statutes in that case made and provided, the said Charles Charles is hereby required to appear before the said Court, on the 23rd day of December next, at eleven in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of creditors' assignees is to take place at the time so appointed. All persons indebted to the said Charles Charles, or that have any of his effects, are not to pay or deliver the same but to Mr. Lewis Morris, Registrar of the said Court, at his office, Swansea, the Official Assignee of the estate and effects of the said insolvent.

In the Matter of the Petition of William Robinson, formerly residing and carrying on business at No. 24, Middle-street, Grocer, Tea Dealer, Tobacconist, Potato and Flour Dealer, and Green Grocer, Bacon, Bread, and Provision Dealer, and Labourer and Lodging-house Keeper, next confined in the borough Gaol, in Kingston-street as a Prisoner, his wife and family during part of such mentioned confinement residing and carrying on business as Grocer, Flour and Tea Dealer and Tobacconist, and Dealer in Potatoes, and Green Grocer and Provision Dealer, at No. 24, Middle-street aforesaid, and his said wife and family next residing at No. 1, Hopp's-place, West-street, Licensed Hawker and Lodging-house Keeper, they then residing at No. 2, Burton-street, West-street, and his said wife carrying on business as a Provision Dealer, Grocer, Green Grocer, Bacon, Bread, Biscuit and Tea Dealer and Tobacconist, and Dealer in Earthenware, and Lodginghouse Keeper, and the petitioner now residing at No. 2, Burton-street aforesaid, carrying on the said last-mentioned businesses, all the said places being in the town of Kingston-upon-Hull, and county of the same town.

NOTICE is hereby given, that the County Court of Yorkshire, at the Town-hall, Kingston-upon-Hull, 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 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 Alexander Conkerton, formerly residing at No. 48, Salthouse-lane, in the town or borough of Kingston-upon-Hull, Builder, Joiner, and Undertaker, and late and now residing in Sollitt-street, Heeton New-road, in Kingston-upon-Hull aforesaid, Builder, Joiner, and Undertaker.

NOTICE is hereby given, that the County Court of Yorkshire, at the Town-hall, Kingston-upon-Hull, 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 ten o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Morris Briglio, formerly residing in Finkle-street, and carrying on business there as a Joiner, Wheelwright, and Undertaker, next of Leonard-street, Beverley-road, and carrying on business there, and in Finkle-street aforesaid, as a Joiner, Wheelwright, and Undertaker, and late and now residing in Leonard-street, Beverley-road aforesaid, Joiner, Wheelwright, and Undertaker, 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 10th 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 Sidney Ward, formerly residing at No. 40, Carr-lane, afterwards residing at No. 1, Spring-street, and now and late residing at No. 6, Hesse-place, Porter-street (all of which said places are in the town or borough of Kingston-upon-Hull, in the county of the same town,) during all which said residence he carried on business as a Master Tailor, at No. 40, Carr-lane aforesaid.

NOTICE is hereby given, that the County Court of Yorkshire, at the Town-hall, Kingston-upon-Hull, 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 ten o'clock in the forenoon precisely, unless cause be then and there shown to the contrary.

In the Matter of the Petition of James Hatton, formerly of Marine Parade, Herne Bay, Kent, part of the time renting a house, No 2, Marine-terrace, Herne Bay aforesaid, Proprietor of Baths, Bathing Machines, and Lodging-house Keeper, then of No. 60, London-street, Tottenham-court-road, Middlesex, then of No. 29, Guildford-street, Brighton, Sussex, then of Marine Parade, Herne Bay aforesaid, and then of No. 32, Union-row, New Kent-road, Newington, Surrey, of no business or occupation, and now of Marine Parade, Herne Bay aforesaid, employed to superintend Baths and Bathing Machines, and Lodging-houses, during eighteen months, beginning in October, 1854, also working on the South East Railway, and during such time occasionally sleeping at his father's house, at Shelving, in the parish of Hoath, Kent, Wife also earning money by washing.

NOTICE is hereby given, that the County Court of Kent, at Canterbury, 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 Hulme, formerly of Saint Ann's-reef, in the parish of Saint Oswald, then of Wellington-street, in the same parish, and late of Frods-ham-street, in the parish of Saint John the Baptist, all in the city and borough of Chester, Labourer and Lodging-house Keeper, his wife at the same time taking in washing.

NOTICE is hereby given, that the County Court of Cheshire, at Chester, 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 ten o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of William Prince, formerly of No. 14, Tower-street, in the city of Winchester, Tailor, since of No. 21, John-street, near Oxford-street, in the parish of Saint Mary, in the town and county of Southampton, in partnership with Mr. Roberts, at No. 32, Oxford-street aforesaid, as Tailors, and since carrying on business as a Tailor alone at No. 22, Upper East-street, in the parish of All Saints, in the said town and county.

NOTICE is hereby given, that Charles James Gale, Esq., Judge of the County Court of Hampshire, at Southampton, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 15th day of December next, at ten o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Herod Chaplyn, of Redgrave, in the county of Suffolk, Collar and Harness Maker, also occupying a cottage at North Lopham, in the county of Norfolk, and using the same as an off-hand shop.

NOTICE is hereby given, that the County Court of Suffolk, at Eye, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 13th day of December next, at one o'clock in the afternoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Thomas Calver, late of Pulham Saint Mary Magdalen, in the county of Norfolk, Farmer, and now of Thelveton, in the said county of Norfolk, Farming Bailiff.

NOTICE is hereby given, that the County Court of Suffolk, at Eye, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 13th day of December next, at one o'clock in the afternoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Alfred John Grosse, of Woodbridge, in the county of Suffolk, of no business or employment, previously of Woodbridge aforesaid, Attorney's Clerk, and formerly of the same place and occupation.

NOTICE is hereby given, that John Worlledge, Esq., Judge of the County Court of Suffolk, at Woodbridge, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 8th day of December next, at eleven 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 Rowe Clogg, of Tuckingmill, in the parish of Camborne, in the county of Cornwall, Schoolmaster.

NOTICE is hereby given, that Charles Dacres Bevan, Esq., Judge of the County Court of Cornwall, at Redruth, 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 eleven o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Jacob Philp Searl, of Tuckingmill, in the parish of Camborne, in the county of Cornwall, Cordwainer.

NOTICE is hereby given, that Charles Dacres Bevan, Esq., Judge of the County Court of Cornwall, at Redruth, 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 eleven o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Francis Bradiey, of the Shoulder of Mutton Beerhouse, Swanwick, in the parish of Alfreton, in the county of Derby, Beerhouse Keeper, Butcher, and Labourer.

NOTICE is hereby given, that the County Court of Derbyshire, at Alfreton, acting in the matter of this Petition, will proceed to make a Final Order thereon at the said Court, on the 11th day of December next, at ten of the clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Paul Mart, late of Matlock Bath, in the county of Derby, Tea Dealer, Grocer, and Dealer in Provisions; and since then in lodgings at John Mart's, the Cock Inn, Cromford, in the said county, a Lead Miner, Cab Driver, and Labourer.

NOTICE is hereby given, that the County Court of Derbyshire, at Wirksworth, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 8th day of December next, at ten o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Philip Henry Mortell, late of Wells-next-the-Sea, in the county of Norfolk, Tailor, Draper, and Hatter, now of the same place, Tailor.

NOTICE is hereby given, that Thomas Jacob Birch, Esq., Judge of the County Court of Norfolk, at Little Walsingham, 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 half past ten o'clock in the forenoon, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of James Beardmore, of Newcastle-under-Lyme, in the county of Stafford, Brazier and Tinplate Worker.

NOTICE is hereby given, that the County Court of Staffordshire, at Newcastle-under-Lyme, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 21st day of December next, at eleven o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

NOTICE is hereby given, that the County Court of Pembrokeshire, at Haverfordwest, authorized to act under a Petition of Insolvency, bearing date the 25th day of May, 1857, presented by George Llewelling Millard, of Market-street, in the town and county of Haverfordwest, Surgeon and Apothecary, but as regards the latter, simply a Compounder of his own Medicines, will sit on the 9th of December next, at twelve o'clock at noon, at the Shire-hall, Haverfordwest, 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; and the said Court will also sit on the same day, at the same hour, and at the same place, for the purpose of receiving Proof of Debts, under the said Petition.

JOHAN GEORGE STAPYLTON SMITH, Esq., Judge of the County Court of Lincolnshire, at Market Rasen, authorized to act under a Petition of Insolvency presented by Robert Augustus Lafargue, of Market Rasen, in the county of Lincoln, Clerk, will sit on the 18th day of December next, at eleven o'clock in the forenoon precisely, at the County Court-room, Market Rasen, in order to Audit the Accounts of the Assignees 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 Lincolnshire, at Horncastle, authorized to act under a Petition of Insolvency presented by Francis Jenkinson, of Marsham-le-Fen, in the county of Lincoln, Farmer, Carrier, Boat and Packet Owner, will sit on the 8th day of December next, at eleven of the clock in the forenoon, at the Court-house, in Horncastle, to Audit the Accounts of the Assignee of the estate and effects of the said insolvent, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to insolvents; and the said Court will also sit on the same day, at the same hour, and at the same place, to make a Dividend of the estate and effects of the said insolvent; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

MR. SERJEANT MILLER, Judge of the County Court of Leicestershire, holden at Leicester, authorized to act under a Petition of Insolvency presented by Emma Enoch, of Loseby-lane, Leicester, late Inn-keeper, will sit on the 15th day of December next, at ten o'clock in the forenoon, at the Court-house, Town-hall, Leicester, 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; and the said Judge 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 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.

MR. SERJEANT MILLER, Judge of the County Court of Leicestershire, holden at Leicester, authorized to act under a Petition of Insolvency pre-

No. 22204.

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sented by William Wesley, of Newtown, Linford, in the county of Leicester, Carpenter, will sit on the 15th of December next, at ten in the forenoon, at the Court-house, Town-hall, Leicester, 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; and the said Judge 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 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.

MR. SERJEANT MILLER, Judge of the County Court of Leicestershire, holden at Leicester, authorized to act under a Petition of Insolvency presented by William Ainge, of Oxford-street, Leicester, Grocer, will sit on the 15th day of December next, at ten o'clock in the forenoon, at the Court-house, Town-hall, in Leicester, 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; and the said Judge 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 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.

MR. SERJEANT MILLER, Judge of the County Court of Leicestershire, holden at Leicester, authorized to act under a Petition of Insolvency, presented by George Atkins Turner, of Southgate-street, Leicester, Shoe and Slipper Manufacturer, will sit on the 15th day of December next, at ten of the clock in the forenoon, at the Court-house, Town-hall, Leicester, 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; and the said Judge 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 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.

MR. SERJEANT MILLER, Judge of the County Court of Leicestershire, holden at Leicester, authorized to act under a Petition of Insolvency presented by Samuel Roe, of Nichols-street, Leicester, Joiner and Carpenter, will sit on the 15th day of December next, at ten of the clock in the forenoon, at the Court-house, Town-hall, Leicester, 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; and the said Judge 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 insolvent, when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

EDWARD COOKE, Esq., Judge of the County Court of Norfolk, holden at King's Lynn, authorized to act under a Petition of Insolvency presented by Henry Spencer, of King's Lynn, in the county of Norfolk, Dealer in Fancy Goods, will sit on the 8th day of December next, at ten o'clock in the forenoon precisely, at the Guildhall, King's Lynn, to make a Dividend of the estate and effects of the said insolvent; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

THE estates of John Sinclair Greenfield, Mercantile Clerk, and lately carrying on Business under the Designation of J. S. Greenfield, Junior, Commission Agent, No. 9, Crichton-street, Edinburgh, and presently a Prisoner in the Prison of Edinburgh, were sequestrated on the 24th day of November current, 1858, by the Sheriff of the county of Edinburgh.

The first deliverance is dated the 24th day of November, 1858.

The meeting to elect the Trustee and Commissioners is to be held at two o'clock afternoon, on Friday the 3rd day

of December, 1858, within Johnston's Temperance Hotel, 5, Nicolson-street, Edinburgh.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 26th day of March, 1859.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

JAMES GOW, Agent,
2, Nicolson-square, Edinburgh.

Edinburgh, November 24, 1858.

THE estates of James Ramsay, Farmer, Chapel of Lochore, were sequestered on 20th day of November, 1858, by the Sheriff of Fifeshire.

The first deliverance is dated the 20th day of November, 1858.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock noon, on Friday, the 3rd day of December 1858, within Morison's Inn, Lochgelly.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 21st day of March, 1859.

A Warrant of Protection has been granted to the bankrupt.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

D. MURRAY, Writer, Cupar, Agent.

THE estates of Gillian Maclaine Ross, formerly Captain in the 42nd Royal Highlanders, lately Paymaster of the 37th Regiment, and presently residing at No. 7, Henderson Bow, Edinburgh, were sequestered on the 22d day of November, 1858, by the Court of Session.

The first deliverance is dated the 22nd day of November, 1858.

The meeting to elect the Trustee and Commissioners is to be held at two o'clock, on Wednesday, the 1st day of December, 1858, within the Rooms of Messrs. Dowells & Lyon, 18, George Street, Edinburgh.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 23d day of March, 1859.

The Sequestration has been remitted to the Sheriff-Court at Edinburgh.

A Warrant of Protection has been granted to the bankrupt.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

BRINGLOE & THOMSON, W.S.,
11, Walker Street, Edinburgh, Agents.

COURT FOR RELIEF OF INSOLVENT DEBTORS.

See Notice at the End.

The following PERSONS, who, on their several Petitions filed in the Court, have obtained Interim Orders for protection from process, are required to appear in Court as hereinafter mentioned, at the Court-House, in Portugal-Street, Lincoln's-Inn, as follows, to be examined and dealt with according to the Statute :

On Friday the 10th December, 1858, at Eleven o'Clock precisely, before Mr. Chief Commissioner Law.

Joseph Hanes, of Loam Pit-vale, Lewisham-road, Lewisham, Kent, Smith and Farrier.

Charles Richard Olliffe, formerly of No. 470, New Oxford-street, then of No. 25, Duke-street, Bloomsbury, and then of No. 15, Brownlow-street, Holborn, all in Middlesex, in partnership with James Anning Gollop, and during the whole time trading under the style of Olliffe and Gollop, Manufacturers of Knife Cleaning Machines, next of No. 5, Carpenter's-buildings, London-wall, City, and now of No. 10, Chiswell-street, Middlesex, during the whole of the above period Messenger to the Alliance Assurance Office, Bartholomew-lane, in the city of London.

On Saturday the 11th December, 1858, at Eleven o'Clock, before Mr. Commissioner Phillips.

Sarah Newnham, Widow, now of No. 17, Pentonville-road, Islington, and previously of No. 24, King-street, Tower-hill, both in Middlesex, Baker.

On Monday the 13th December, 1858, at Eleven o'Clock, before Mr. Chief Commissioner Law.

Thomas Wootton, formerly of No. 2, Wilton-road, carrying on business and renting a Forge at Elizabeth-street South, then of Elizabeth-street South, carrying on business as aforesaid, then of No. 15, Commercial-road, carrying on business at Elizabeth-street South aforesaid, and now of No. 52, Eccleston-place, Elizabeth-street South, all in Pimlico, Middlesex, Smith and Farrier.

William Gardner, formerly of No. 5, York-place, Plumber, Painter and Glazier, and next and now of No. 30, Hawley-crescent, both in Camden-town, Middlesex, same trade.

On Monday the 13th December, 1858, at Eleven o'Clock, before Mr. Commissioner Phillips.

James William Burbridge, formerly of Richmond-road, Kew, Surrey, Market Gardener and Dairyman, and now of same place, out of business.

Charles Thomas Searle, formerly of No. 6, Craven-hill-mews, Bayswater, Middlesex, Livery Stable Keeper, and then and now of High-street, Epsom, Surrey, Livery Stable Keeper and Trainer of Race Horses.

N.B.—1. Any creditor may attend and give evidence and produce witnesses. Opposition can only be made by the Creditor in person, or by Counsel appearing for him.

2. The petition and schedule, and all books, papers, and writings filed, will be produced by the proper Officer for inspection and examination until two clear days before the hearing.

3. Creditors' assignee may be chosen according to the Statute.

4. Persons indebted to the said Insolvent Debtors respectively, or having any of their effects, are to pay and deliver the same to the Official Assignee being the Provisional Assignee of the Court, at the said Court and to no other person.

COURT FOR RELIEF OF INSOLVENT DEBTORS.

See Notice at the end.

The following PRISONERS, whose Estates and Effects have been vested in the Provisional Assignee by Order of the Court, having filed their Schedules, are ordered to be brought up before the Court, as hereinafter mentioned, at the Court-House, in Portugal-Street, Lincoln's-Inn, as follows, to be dealt with according to the Statute :

On Friday the 10th December, 1858, at Eleven o'Clock precisely, before Mr. Chief Commissioner Law.

John Smith, formerly of No. 8, Bolingbroke-row, Walworth-road, Surrey, Shoe Maker, and late of the same place, out of business.

On Friday the 10th December, 1858, at Ten o'Clock, before Mr. Commissioner Murphy.

Charles Beal, late of No. 18, Lower Ebury-street, Pimlico, Middlesex, Tailor and Draper, carrying on business under the style of Charles Beal and Company, Tailors and Drapers.

On Saturday the 11th December, 1858, at Eleven o'Clock, before Mr. Commissioner Phillips.

Edward Hewitt, formerly of No. 13, Grafton-place, Seymour-street, Euston-square, Boot and Shoe Maker, then of No. 15, Winchester-street, Pentonville-hill, both in Middlesex, same trade, then of St. Giles-street, Northampton, same trade, then of No. 6A, Upper Hartland-road, Kentish-town, Middlesex, Boot and Shoe Maker, his wife carrying on business as a Landdress, and late of No. 15, St. Leonard's-square, Camden-town, Middlesex, Coach Smith, having a workshop at No. 18, Newbery-mews, Maldon-road, Prince of Wales'-road, Camden-town aforesaid.

John Wood, formerly of Lausina-road, New Peckham, Builder, then of Heath-end, Hale, near Farnham, Coffee Shop and Eating House Keeper, and late of Heath-end, Hale aforesaid, Licensed Victualler (the Half Way House), also a Booth Keeper, and also carrying on business as a Beer Retailer, at the Prince of Wales Beer Shop, Knapp-hill, near Woking, all in Surrey, under a license in the name of William Hooper.

William Turner, late of No. 55, Whisker-gardens, Bonner's-lane, Victoria-park, Middlesex, Journeyman Shoe Maker.

George Lester, late of No. 155, High-street, Poplar, Middlesex, Carpenter, Bricklayer, and Builder.

John Springbett, formerly of No. 21, Cloudesley-terrace, Islington, then of No. 1, Toronto-villas, St. Paul's-road, Canonbury, both in Middlesex, then of Water-lane, Stratford, then of Church-street, West Ham, both in Essex, then of No. 10, Brooksbys-walk, Homerton, then of No. 17, Navarino-road, Dalston, at the same time renting a house, No. 15, Broad-street-buildings, City, then of No. 2, Sutherland-road, Old Ford, Bew, then of No. 5, Hertford-place, Haggerstone, and renting a warehouse in Little Cambridge-street, Hackney-road, and then and late of No. 17, Florence-street, Upper-street, Islington, all in Middlesex, Stone, Cement, Brick, Lime, and Drain Pipe Merchant, General Commission Agent, and for part of the time Lodging House Keeper, and Agent for the National and Mercantile, and Sun Life and Fire Insurance Companies.

John Hine May (sued and detained as John Hind May, and as J. H. May, and sued with one George David Myers), formerly of No. 76, Cambridge-street, Pimlico, then of No. 126, Stanley-street, Pimlico, Warehouseman and Commission Agent, renting premises, first at No. 1, Church-passage, Gresham-street, and then of No. 10, Huggin-lane, Wood-street, Cheapside, both in the city of London, and next and late a Prisoner in Holloway Gaol, all in Middlesex.

On Monday the 13th December, 1858, at Eleven o'Clock, before Mr. Chief Commissioner Law.

William James Bailey (sued, committed and detained as William J. Bailey), formerly of No. 19, Gresham-terrace, then of No. 3, Raglan-terrace, both in Pownall-road, Dalston, then of Pitfield-street, Hoxton, and next and late of No. 62, Old-street-road, all in Middlesex, Stationer's Warehouseman.

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.

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 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 Staffordshire, holden at the Shirehall, in Stafford, on Wednesday the 8th day of December, 1858, at Ten o'Clock in the Forenoon precisely.

James Pearsall, heretofore of Brierley-hill, in the county of Stafford, Licensed Victualler and Dealer in Spirituous Liquors and Tobacco, and carrying on business as a Boiler Maker, and late of Brierley-hill aforesaid, Superintendent of Boiler and Gasometer Makers.

Thomas Glover, late of the borough of Walsall, in the county of Stafford, Baker and Flour Dealer.

Before the Judge of the County Court of Durham, holden at Durham, on Friday the 10th day of December, 1858, at Ten o'Clock in the Forenoon precisely.

Thomas Middleton, formerly of Reed-street, West Hartlepool, in the county of Durham, House Builder, Stone Mason, Bricklayer, and Plasterer, also Brick Manufacturer, at Catcoate, near West Hartlepool aforesaid, afterwards of No. 4, Lamb-street, West Hartlepool aforesaid, House Builder, Stone Mason, Bricklayer, and Plasterer, also a Brick Manufacturer, in partnership with Richard Middleton, of West Hartlepool aforesaid, Builder, and late of the same place, House Builder.

Henry Penman, formerly of Frederick-street, and late of Norfolk-street, carrying on business at No. 112, High-street, all in the borough of Sunderland, in the county of Durham, as Shipowner, Shipsmith, General Ironmonger, Chain Cable, Anchor, and Nail Manufacturer.

Robert Wynn, formerly of Walton-place, in the borough of Sunderland, in the county of Durham, Timber Merchant and House Builder, then of the Crown Inn, Queen-street, Sunderland aforesaid, Publican and House Builder, also carrying on the business of a Timber Merchant, at Walton-place aforesaid, then Publican and House Builder, and late of the same place, Publican.

Robert Scott, formerly of Coronation-street, and No. 206, High-street, Sunderland, in the county of Durham, Dealer in and Maker of Boots and Shoes, and Hosier (and whose wife before his marriage with her was called Eleanor Telford, and resided and carried on business at Coronation-street aforesaid as Boot and Shoe Dealer, Hosier, and Ménage Keeper), afterwards of No. 187, High-street, in Sunderland aforesaid, Maker of and Dealer in Boots and Shoes, and late of Fore-street, in Bishopwearmouth, in the said county, Boot and Shoe Maker.

James Knox Anderson, late of Scarborough-street, West Hartlepool, in the county of Durham, carrying on the occupation of a Schoolmaster, first at John-street, and late at Tower-street, West Hartlepool aforesaid.

Robert Blake, late of the Rose and Crown Public-house, No. 53, East Holborn, South Shields, in the county of Durham, Publican and Railway Platelayer, previously of the Duke of York Beerhouse, Cuthbert-street, South Shields aforesaid, Beerhouse Keeper and Railway Platelayer.

John Hughes, formerly of Sunderland-street, Bishopwearmouth, in the county of Durham, Millwright and Engineer, afterwards of the same place, and lodging at Mrs. Pearce's, Henry-street, Commercial-road, London, Journeyman Millwright, and late of Sunderland-street aforesaid, Millwright and Engineer, and whilst so residing as aforesaid being the holder of 25 shares in the Northumberland and Durham District Banking Company, as the devisee and acting executor of the will of Robert Jackson, late of Tyne-street, Newcastle-upon-Tyne, deceased.

William John Guest, formerly of the Commercial Hotel, South Hylton, near Sunderland, in the county of Durham, Innkeeper and Shipwright, afterwards of the same place, Innkeeper and Sawyer, and late at lodgings with John

Brown the younger, in South Hylton aforesaid, Sawyer (See also John Guest).

George Hunter, formerly of the Ropery Banks, North Shields, in the county of Northumberland, and Stearn Boat Proprietor, a teward of the same place, out of business or employment, then of the same place, and during a portion of such time on board the brig Edward and Sarah, sailing between the port of Sunderland, in the county of Durham, and Carthagena, in Spain; from thence to Faro, in Portugal, calling at the port of Gibraltar; from thence to the City of London; from thence to Newcastle-upon-Tyne, in the said county of Northumberland; thence to Hamburg, in Germany, and back. Captain and Owner of the said brig; afterwards of the Coach and Horses Hotel, No. 63, High-street West, Bishopwearmouth, in the said county of Durham, owner of the said brig, and trading as Innkeeper under the name of Elizabeth Ord; afterwards of the same place, Innkeeper, then of Offerton, in the said county of Durham, and late of No. 5, Mary-street, Bishopwearmouth aforesaid, out of business or employment.

Augustus Wingardh, late lodging with John Fawars, of the Town Wall, East Hartlepool, in the county of Durham, and carrying on the business of a Ship Broker and Commission Agent, at the Coal Exchange, Town Wall, East Hartlepool aforesaid, under the firm or style of Messrs. Wingardh, Gray, and Company, formerly of the Cleveland Hotel, Northgate-street, East Hartlepool aforesaid, afterwards of the South Terrace, East Hartlepool aforesaid, afterwards of the Town Wall, East Hartlepool aforesaid, afterwards of Hutton Henry, near Castle Eden, in the said county of Durham, afterwards of the Town Wall, East Hartlepool aforesaid, and during his residence at the last-mentioned places carrying on in partnership with Robert Gray, of the South Terrace, East Hartlepool aforesaid, the businesses of Ship Brokers and Commission Agents, at the Coal Exchange, East Hartlepool aforesaid, under the firm or style of Messrs. Wingardh, Gray, and Company (said with the said Robert Gray.)

Before the Judge of the County Court of Kent, holden at Canterbury, on Friday the 10th day of December, 1858, at Eleven o'Clock, in the Forenoon precisely.

Edward Gould Bradley, late in lodgings at No. 17, St. George's-terrace, in the city of Canterbury, at the same time renting premises and carrying on business at No. 13, Berners-street, Oxford-street, in the county of Middlesex, Attorney, before that residing at the Vale, Hampstead, at the same time carrying on business at Berners-street aforesaid, also renting premises at No. 34, Brook-street, New-road, all in Middlesex, Attorney, and proprietor of a Steam-engine for cutting Marble, a Dealer in Marble, and for a short time residing at Deal, in the county of Kent.

William Henry Martin, late in lodgings at No. 19, High-street, in the city of Canterbury, at the same time renting house, and family residing at No. 36, High-street, Camden Town, Middlesex. Builder.

John Fry Heather, late of the Freemasons' Tavern, Saint Margaret-street, in the city of Canterbury, at the same time renting a house furnished, and family residing at No. 1, Wellington-road, Charlton, before that of No. 1, Kempt-terrace, Woolwich-common, before that of No. 15, Claremont-place, Woolwich, before that of Frances-street, Woolwich, all in the county of Kent, Boarding-house Keeper and Private Tutor, also holding an appointment as Mathematical Master at the Royal Military Academy, Woolwich, and formerly Lecturer of Natural Philosophy and Artillery at the Royal Military Academy and at the Royal Artillery Institution, both at Woolwich aforesaid.

Dillon Richard Boylan, formerly of No. 199, Great Brunswick-street, in the city of Dublin, Ireland, House Decorator, and occasionally letting lodgings, at same time renting workshops at No. 180, Great Brunswick-street aforesaid, afterwards of No. 33, Windsor Grove, Old Kent-road, in the county of Surrey, Storekeeper in the Tower of London, then of No. 33, Windsor Grove aforesaid, out of business and employ, and late of the Prince of Orange, Orange-street, in the city of Canterbury, out of employ.

Charles Marriatt Bennett, formerly of No. 3, Goldsmith-place, Ramsgate, in the county of Kent, and previously of No. 12, Albion-hill, Ramsgate aforesaid, Shipping Clerk, and now of the Angel Tavern, York-street, Ramsgate aforesaid, Shipping Clerk and Licensed Victualler.

Edward Everall, formerly of No. 46, Southampton-row, Bloomsbury, then of No. 17, Upper Gower-street, Waterproofer and Lodging-house Keeper, then in lodgings at No. 19, Charles-street, Middlesex Hospital, Waterproofer, all in Middlesex, then of the Freemasons' Tavern, Saint Margaret-street, in the city of Canterbury, at the same time renting premises, and family residing at No. 624,

Be wick-street, Soho, carrying on business under the style of E. Everall and Co., Waterproofer.

Samuel Hatch, formerly of No. 18, Easy-row, Birmingham, in the county of Warwick, Accountant and General Agent, then of Round-hill, in the parish of Aston, near Birmingham aforesaid, having offices at No. 3, Minorities, Birmingham aforesaid, in the county aforesaid, Accountant and General Agent, afterwards of Philip-street, Aston-road, in the parish of Aston, near Birmingham aforesaid, having offices at No. 3, Minorities, Birmingham aforesaid, then and late of the Rose Hotel, High-street, Canterbury, in the county of Kent, his family residing at Philip-street, Aston-road, in the parish of Aston aforesaid, Accountant, Mercantile, House, and General Agent, and Debt Collector, also carrying on business as Metal and Hardware Broker, under the name or style of Samuel Hatch and Company, but not having any partner.

John Kirby, formerly of No. 35, Stafford-place, South Pimlico, Middlesex, Steward at the Palace New Club Chambers, King-street, St. James, Middlesex, then of Perry-square, Limerick, Ireland, Messman of the Royal Limerick Militia; then of No. 8, Stafford place, South Pimlico, Middlesex, out of business or employ, then of the Barracks, Derry, Lancashire, then of Buttevan, County Cork, then of Nenagh, County Tipperary, then of Ship-street Barracks, Dublin, then of the Curragh, Kildare, Ireland, Messman of the 51st Light Infantry, then of Ranelagh-street, Pimlico, Middlesex, out of business or employ, then of the Barracks, Winchester, Hampshire, Messman to the Rifle Brigade Depot Battalion, then of the Camp, Aldershot, Hampshire, Messman of the Royal South Down Militia, then of No. 3, Norfolk-place, Chelsea, Middlesex, Ham and Beef Shop-keeper, then of the Brompton Barracks, Brompton, Kent, Messman of the 3rd Depot Battalion, during part of this time residing at Scray Friars-street, Brompton, Kent, and then and late of Saint Margaret-street, Canterbury, Kent, out of business or employ.

George Hansford, formerly of High-street, Blue Town, Sheerness, in the Isle of Sheppy, in the county of Kent, Boot and Shoe Maker, then of High-street, Mile Town, Sheerness aforesaid, Boot and Shoe Maker, and late of the Fleur-de-lis Inn, in the parish of All Saints, in the city of Canterbury, in the county of Kent, in no business or employment.

Before the Judge of the County Court of Northumberland, holden at the Guildhall, Newcastle-upon-Tyne, on the 10th day of December, 1858, at Ten o'Clock in the Forenoon precisely.

Angus Sutherland, late residing at Cross-street, in the borough of Gateshead, in the county of Durham, Journeyman Cooper, before then residing at Dunbeath, in the county of Caithness, in that part of the United Kingdom called Scotland, out of business, before then of Saint Anthony's, in the borough of Newcastle-upon-Tyne, before then residing at Seabam, in the county of Durham, before then residing at Saint Anthony's, Newcastle-upon-Tyne aforesaid, before then of No. 1, Cannon-street, Leith, in Scotland aforesaid, and during the whole time of such several last-mentioned places of residence out of business and employment, before then residing and carrying on business at Saint Anthony's, Newcastle-upon-Tyne aforesaid, Grocer and Provision Dealer, and formerly residing and carrying on business at the same place as a Grocer and Provision Dealer and Journeyman Cooper.

Levy Wolf, formerly residing at No. 25, Wear-street, Bishopwearmouth, in the county of Durham, Licensed Hawker and Dealer in Watches and Jewellery, then of No. 117, Low-street, Sunderland, in the said county of Durham, Clothier, Dealer in Watches, Jewellery, and General Dealer, and Licensed Hawker, then of No. 112, Low street, Sunderland aforesaid, Clothier, Dealer in Watches, Jewellery, and General Dealer, and Licensed Hawker, then of the same place, Clothier, Dealer in Watches, Jewellery, and General Dealer, and afterwards of the same place, out of business.

Before the Judge of the County Court of Cheshire, holden at Chester Castle, Chester, on Friday the 10th day of December, 1858.

John Posnett, formerly of Nantwich, in the county of Chester, Grocer and Hop Merchant, then of Farndon, in the said county of Chester, out of business, and late of Nantwich aforesaid, Assistant to a Grocer.

James Jackson, the younger, formerly of No. 21, High-street, Sutton, Macclesfield, in the county of Chester, Silk Warehouseman, in partnership with James and Ferdinand Jackson, part of the above time occupying a farm situate at Prestbury, near Macclesfield aforesaid, then of High-street, Sutton, Macclesfield aforesaid, Silk Manu-

facturer, then of Matlock Bath, Matlock, in the county of Derby, out of business, and late of Roe-street, Macclesfield aforesaid, in lodgings, out of business.

Ralph Hudson, late of the Traveller's Rest, Sutton, Macclesfield, in the county of Chester, Licensed Victualler.

John Booth, formerly of Bosley, near Macclesfield, then of Common Gate, Macclesfield, then of Rainow, near Macclesfield, then of Marl Field, Congleton, and late of Bosley, near Macclesfield aforesaid, all in the county of Cheshire, Joiner and Carpenter.

Thomas Dickin, formerly of Lostock Graham, near Northwich, in the county of Chester, then of Warford, near Alderly, then of Fulshaw, near Winslow, and late of Olive Cottage, Timperley, near Altrincham, all in the county of Chester, in no business (sued as Thomas Dickin).

Before the Judge of the County Court of Yorkshire, holden at the Town-hall, in Kingston-upon-Hull, on Friday the 10th day of December, 1858, at Ten o'Clock in the Forenoon.

George Barker, formerly of No. 2, Henry-street, Kennington-lane, Journeyman Engineer, afterwards of No. 94, Lambeth-walk, Keeper of the Beer-house known by the sign of the Hope, and Journeyman Engineer, both of which said places are in the county of Surrey, then lodging at the York Arms Public-house, Grimsby-lane, out of business, then of the same place, Journeyman Engineer, and late lodging at No. 33, Nile-place, Cogan-street, Journeyman Engineer, which said three last-named places are in the town or borough of Kingston-upon-Hull, in the county of the same town or borough.

Before the Judge of the County Court of Essex, holden at the Shirehall, Chelmsford, on Saturday the 11th day of December, 1858, at Twelve o'Clock at Noon precisely.

Richard William Potton (sued and committed in the name of Richard W. Potton), late of the Castle Inn, Little Wakering, in the county of Essex, Innkeeper.

John Barnard, formerly of No. 6, Anchor-street, Chelmsford, in the county of Essex, Carpenter and Joiner, having a workshop in Baddow-lane, Chelmsford aforesaid, and during some part of the time having a workshop at the Red Lion Inn, New Road, Chelmsford aforesaid, and late of the same place, occasionally employed as a Journeyman Butcher.

Before the Judge of the County Court of Devonshire, holden at the Castle at Exeter, on Tuesday the 14th day of December, 1858, at Ten o'Clock in the Forenoon precisely.

Thomas Jennings, late of Braunton, Devon, Miller, whose wife carried on the business of a Corn, Flour, Bacon, and Potato Factor, and General Dealer at Padley's-yard, the Strand, Swansea, Glamorganshire, previously of the County Gaol of Devon, at Exeter, and formerly of the Gaol of Saint Thomas the Apostle, Devon, whose wife, during his imprisonment, carried on the business of a Miller, at Braunton, Devon, and of a Corn, Flour, Bacon and Potato Factor and General Dealer, at Padley's-yard aforesaid.

Before the Judge of the County Court of Brecknockshire, holden at Brecknock, on Tuesday the 14th day of December, 1858, at Ten o'Clock in the Forenoon.

Lewis Parry, late residing in lodgings at the New Inn, in the Watton, in the town of Brecon, in the county of Brecon, Mason, previously of the New Inn aforesaid, Mason, Builder, and Publican, before then of the New

Inn aforesaid, Mason, Builder, Publican, and Hairier, before then of the Cambrian Public House, in the Watton aforesaid, in the town and county of Brecon aforesaid, Mason, Builder, Publican, and Hairier, before then of the Britannia Public-house, in the Street, in the town and county of Brecon aforesaid, Mason, Builder, and Publican, before then residing in lodgings in Silver-street, in the town and county of Brecon aforesaid, Mason and Builder, formerly residing in lodgings in Victoria-street, in the town of Merthyr, in the county of Glamorgan, Mason, Builder, and Contractor.

William Griffiths, late of the Aber, in the parish of Llansfagan, in the county of Brecon, Tea Dealer, Grocer, and General Dealer, and at the same time carrying on the business of a Miller at the Aber Mill at the Aber aforesaid, and also at the same time carrying on the business of a Farmer at the Gorof Farm, and the Watton and Chapel Fields, all in the said parish of Llansfagan, previously of the Aber aforesaid, Tea Dealer, Grocer, and General Dealer, and at the same time carrying on the business of a Miller at the Aber Mill, at the Aber aforesaid, formerly of the Aber aforesaid, Tea Dealer, Grocer, and General Dealer.

Before the Judge of the County Court of Gloucestershire, holden at the Guildhall, in the City and County of Bristol, on Thursday the 16th day of December, 1858.

William Westlake, lately lodging at Saint Mary-street's Branswell, in the town of Newport, in the county of Monmouth, out of business, previously of the Crown and Anchor Beer-house, Canal Parade, in Newport aforesaid, Licensed Beer Retailer, previously of the Red Lion Public-house, in the parish of Road, in the county of Somerset, Licensed Victualler.

Stephen Collins, late of No. 1, Broad Weir, and No. 31, Philadelphia-street, and having a shop at No. 2, Saint James's-back, all in the city and county of Bristol, Grocer and Shopkeeper.

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 Eleven and Three, on this notice being exhibited; and copies of the petition and schedule, or such part thereof as shall be required, will be provided by the proper Officer, according to the Act of 1st and 2nd Victoria, cap. 110, sec. 105.

N.B. Entrance to the Office in Portugal-street, Lincoln's-inn-fields.

3. The duplicates of the petitions and schedules, and all books, papers and writings filed therewith, will be produced by the Clerks or Assistant Clerks of the said County Courts, for inspection and examination, at the Offices of the said County Courts respectively, at the Towns aforesaid, and copies of the petition and schedule, or such part thereof as shall be required, will be provided according to sec. 106 of the Act.

All Letters must be Post-paid.

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