



The London Gazette.

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TUESDAY, NOVEMBER 22, 1859.

St. James's Palace, November 18, 1859.

THE Queen has been pleased to appoint Major-General Sir Henry John William Bentinck, K.C.B., to be one of the Grooms-in-Waiting in Ordinary to Her Majesty, in the room of General Sir Frederick Stovin, K.C.B., resigned.

Foreign-Office, November 18, 1859.

The Queen has been pleased to approve of Mr. Isaac Winston as Consul at Kingston, Jamaica, for the United States of America.

Whitehall, November 19, 1859.

The Queen has been pleased to direct letters patent to be passed under the Great Seal of the United Kingdom of Great Britain and Ireland, granting unto Robert Laurie, Esq., Norroy King of Arms, the office of Clarenceux King of Arms, and Principal Herald of the South East and West parts of England, vacant by the decease of James Pulman, Esquire, late Clarenceux.

Whitehall, November 19, 1859.

The Queen has been pleased to appoint Lieutenant-Colonel James Frederick Dudley Crichton Stuart to be Her Majesty's Lieutenant and Sheriff Principal of the shire of Bute, in the room of Patrick James Herbert Crichton Stuart, Esq., (commonly called Lord Patrick James Herbert Crichton Stuart), deceased.

Whitehall, November 21, 1859.

The Queen has been pleased to present the Reverend James Skinner Mackenzie to the Church at Carnoch, in Strathconan, in the presbytery of Dingwall, and shire of Ross, vacant by the transportation of the Reverend James Cameron Lees, late Minister thereof, to the Second Charge of the Abbey Parish of Paisley.

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

Henry John Wentworth Hodgetts Foley, Esq., M.P., to be Deputy Lieutenant.
John Parker, Esq., to be Deputy Lieutenant.

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

Cambridgeshire Militia.

Ensign Joshua Brereton to be Lieutenant. Dated 5th November, 1859.

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

14th Company of Lancashire Rifle Volunteers

Charles John Brady, Gent., to be Lieutenant
Dated 10th November, 1859.

Henry Jones, Gent., to be Ensign. Dated 10th November, 1859.

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

1st Subdivision of Rifle Volunteers of Berks.

Samuel Thomas George Evans, of Eton College, to be Ensign. Dated 15th November, 1859.

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

Kent Artillery Volunteers.

2nd Company.

William Hall, Esq., to be Captain. Dated 15th November, 1859.

William Augustus Munn, Esq., to be First Lieutenant. Dated 15th November, 1859.

John Farrars Crookes, Gent., to be Second Lieutenant. Dated 15th November, 1859.

William Parker Hoare, Esq., to be Honorary Surgeon. Dated 15th November, 1859.

Kent Volunteer Rifles.

1st Subdivision.

William Bristow, Gent., to be Lieutenant. Dated 11th November, 1859.

Thomas William Marchant, Gent., to be Ensign. Dated 11th November, 1859.

The notices of Commissions in the Kent Artillery Volunteers and Volunteer Rifles, gazetted on the 11th November, as follows, viz. :

George Milner Schorley, Gent., to be 2nd Lieutenant, should have been George Milner Scholey.
William Harrold Lordiston Barnett, Gent., to be Ensign, should have been William Harold Loodilow Barnett.

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

Dundee Rifle Volunteer Corps.

1st Company.

George Lloyd Alison, Esq., to be Captain. Dated 15th November, 1859.

John Jack, junior, Esq., to be Lieutenant. Dated 15th November, 1859.

William Smith Stephen, Esq., to be Ensign. Dated 15th November, 1859.

2nd Company.

Patrick Anderson, Esq., to be Captain. Dated 15th November, 1859.

James Henderson Bell, Esq., to be Lieutenant. Dated 15th November, 1859.

James Bell, Junior, Esq., to be Ensign. Dated 15th November, 1859.

3rd Company.

David Pitcairn, Esq., to be Captain. Dated 15th November, 1859.

Alexander Ogilvy, Esq., to be Lieutenant. Dated 15th November, 1859.

Peter Geddes Walker, Esq., to be Ensign. Dated 15th November, 1859.

4th Company.

Andrew Low, Esq., to be Captain. Dated 15th November, 1859.

Robert Small, Esq., to be Lieutenant. Dated 15th November, 1859.

William Wylie Neish, Esq., to be Ensign. Dated 15th November, 1859.

5th Company.

Alexander Anderson, Esq., to be Captain. Dated 15th November, 1859.

Henry Boase, Esq., to be Lieutenant. Dated 15th November, 1859.

Alexander Bell, Esq., to be Ensign. Dated 15th November, 1859.

2nd Forfarshire Rifle Volunteers.

William Gray, Esq., to be Captain. Dated 15th November, 1859.

George Lyon, Esq., to be Lieutenant. Dated 15th November, 1859.

David Crichton, Esq., to be Ensign. Dated 15th November, 1859.

3rd Forfarshire Rifle Volunteers.

James Anderson Dickson, Esq., to be Captain. Dated 15th November, 1859.

David Salmond, Esq., to be Lieutenant. Dated 15th November, 1859.

Charles W. Corsar, Esq., to be Ensign. Dated 15th November, 1859.

4th Forfarshire Rifle Volunteers.

James Muir, Esq., to be Captain. Dated 15th November, 1859.

John A. Anderson, Esq., to be Lieutenant. Dated 15th November, 1859.

David Corsar, Esq., to be Ensign. Dated 15th November, 1859.

5th Forfarshire Rifle Volunteers.

Major Thomas Renny Tailyour to be Captain. Dated 15th November, 1859.

Robert Smart, Esq., to be Lieutenant. Dated 15th November, 1859.

Andrew Greig, Esq., to be Ensign. Dated 15th November, 1859.

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

Northumberland Regiment of Militia Artillery.

Henry John Ryde, Gent., to be Second Lieutenant. Dated 17th November, 1859.

Commissions signed by the Lord Lieutenant of the West Riding of the County of York, and of the City and County of the City of York.

West Riding of Yorkshire Rifle Volunteers.

9th Company (Wakefield).

Joseph Hulme Holdsworth, Esq., to be Captain. Dated 17th November, 1859.

John Barff Charlesworth, Gent., to be Lieutenant. Dated 17th November, 1859.

George William Alder, Gent., to be Ensign. Dated 17th November 1859.

11th Company (Leeds).

William James Armitage, Esq., to be Captain. Dated 17th November, 1859.

Abraham Horsfall, Gent., to be Lieutenant. Dated 17th November, 1859.

Thomas John Kinnear, Gent., to be Ensign. Dated 17th November, 1859.

1st Subdivision (North Craven).

Walter Morrison, Gent., to be Lieutenant. Dated 17th November, 1859.

John Ingleby, Gent., to be Ensign. Dated 17th November, 1859.

MEMORANDUM.

West York Rifle Regiment of Militia.

Her Majesty has been graciously pleased to accept the resignation of the Commissions held by Captain Robert Mowbray Darnell and Lieutenant Edward John Cooke. Her Majesty has also been pleased to permit Captain Darnell on his retirement to retain his rank, in consideration of his having served upwards of nineteen years.

[The following Appointment is substituted for that which appeared in the Gazette of the 15th November, 1859.]

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

Warwickshire Rifle Volunteers.

1st Company.

John Williams Sanders, Captain and Brevet-Major late 41st Bengal Native Infantry, to be Captain. Dated 4th November, 1859.

Whitehall, November 8, 1859.

The Right Honourable Sir William Erle, Knt., Lord Chief Justice of Her Majesty's Court of Common Pleas, at Westminster, has appointed John William Browne, of Swindon, in the county of Wilts, 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 county of Wilts.

War-Office, 21st November, 1859.

THE Queen has been graciously pleased to signify Her intention to confer the decoration of the Victoria Cross on the under-mentioned Officer, Non-Commissioned Officer, and Private, of Her Majesty's 32nd Regiment of Foot, whose claims to the same have been submitted for Her Majesty's approval, on account of Acts of Bravery performed by them at Lucknow, in India, as recorded against their several names; viz. :—

Regiment.	Rank and Name.	Act of Bravery for which recommended.
32nd Regiment	Lieutenant(now Brevet-Major) Samuel Hill Lawrence Date of Acts of Bravery, 7th July, and 26th September, 1857	For distinguished bravery in a Sortie on the 7th of July, 1857, made, as reported by Major Wilson, late Deputy-Assistant Adjutant-General of the Lucknow Garrison, "for the purpose of examining a house strongly held by the Enemy, in order to discover whether or not a mine was being driven from it." Major Wilson states that he saw the attack, and was an eye-witness to the great personal gallantry of Major Lawrence on the occasion, he being the first person to mount the ladder, and enter the window of the house, in effecting which he had his pistol knocked out of his hand by one of the Enemy:—also, for distinguished gallantry in a Sortie, on the 26th of September, 1857, in charging with two of his men, in advance of his Company, and capturing a 9-pounder gun.
32nd Regiment	Corporal William Oxenham, Date of Act of Bravery, 30th June, 1857	For distinguished gallantry in saving the life of Mr. Capper, of the Bengal Civil Service, by extricating him from the ruins of a Verandah which had fallen on him, Corporal Oxenham being for ten minutes exposed to a heavy fire, while doing so.
32nd Regiment	Private William Dowling Date of Acts of Bravery, 4th and 9th July, and 27th September, 1857	For distinguished gallantry on the 4th of July, 1857, in going out with two other men, since dead, and spiking two of the Enemy's guns. He killed a Soubadar of the Enemy by one of the guns. Also, for distinguished gallantry on the 9th of the same month, in going out again with three men, since dead, to spike one of the Enemy's guns. He had to retire, the spike being too small, but was exposed to the same danger. Also, for distinguished bravery, on the 27th of September, 1857, in spiking an 18-pounder gun during a Sortie, he being at the same time under a most heavy fire from the Enemy.

Whitehall, November 17, 1859.

The Lord Chancellor has appointed John Henry Kays, of Colney Hatch, in the county of Middlesex, Gentleman, to be a London Commissioner to administer oaths in the High Court of Chancery.

LOCAL GOVERNMENT ACT, 1858.

NOTICE OF ADOPTION OF PARTS OF ACT BY THE COUNCIL OF THE BOROUGH OF LIVERPOOL.

WHEREAS portions of certain sections of the Local Government Act, 1858, that is to say, the Sub-Division numbered 4 of the 32nd section, namely, "The Local Board may make bye-laws for the prevention of nuisances arising from any snow, filth, dust, ashes, and rubbish, within their

district, or of the keeping of animals, so as to be injurious to the public health;" and also the following portions of the 34th section of the said Act, namely, "Every Local Board may make bye-laws with respect to the following matters, that is to say, with respect to the structure of walls of new buildings, for securing stability and the prevention of fires; with respect to the sufficiency of the space about buildings to secure a free circulation of air, and with respect to the ventilation of buildings; with respect to the drainage of buildings, to water-closets, privies, ash-pits, and cess-pools in connexion with buildings, and to the closing of buildings, or parts of buildings, unfit for human habitation, and to prohibition of their use for such habitation: And they may further provide for the observance of the same by enacting therein such provisions as they think necessary as to the giving of notices, as to the

"deposit of plans and sections by persons intending to lay out streets or to construct buildings, as to inspection by the Local Board, and as to the power of the Local Board to remove, alter, or pull down any work begun or done in contravention of such bye-laws; Provided always that no such bye-law shall affect any building erected before the date of the constitution of the district;" were duly adopted on the 3rd day of August, 1859, by the Council of the borough of Liverpool, and notice of such adoption has been duly given, in writing, to me, as one of Her Majesty's Principal Secretaries of State, as required by such Act:

Now, therefore, I do hereby give notice, that the aforesaid portions of the Local Government Act, 1858, have been duly adopted within the said borough of Liverpool, and that, in accordance with the provisions of the said Act, the hereinbefore recited portions of the said Act will, from the date of the passing of the aforesaid resolution, have the force of law within such borough of Liverpool.

Given under my hand this twenty-first day of November, 1859.

G. C. Lewis.

Home-office, Whitehall.

NOTICE OF INTENDED DISTRIBUTION OF NAVAL PRIZE MONEY.

Department of the Accountant-General of the Navy, Admiralty, Somerset-House, November 18, 1859.

NOTICE is hereby given, to the Officers, Seamen and Marines, and to all persons interested therein, that the distribution of proceeds arising from a raft of timber, picked up in the Black Sea on the 23rd August, 1854, by Her Majesty's ship Retribution, will commence on Monday, the 5th December, 1859, in the Prize Branch of the Department of the "Accountant-General of the Navy, Admiralty, Somerset-House."

Agents and 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 of any captor, serving in the above-named ship, are requested to present the same at this office.

Any Officer, Seaman, Marine, or other person, who may desire to receive his share from the Collector of Customs or of Inland Revenue within the United Kingdom, is required to intimate the same by letter to be addressed "On Prize Business, to the Secretary of the Admiralty, London,"—in which letter his own place of residence is to be precisely stated, as well as the place of the nearest Collector of Customs, or of Inland Revenue, from whom it would be convenient to receive such share of prize money.

The following are the shares due to an individual in the several classes:

	£	s.	d.
Flag share	15	17	0
Captain	37	13	0
Second Class	5	19	2
Third class	4	15	4
Fourth class	3	1	4
Fifth class	1	14	1
Sixth class	1	10	8
Seventh class	1	0	5
Eighth class	0	10	3
Ninth class	0	6	9
Tenth class	0	3	4

Sudbury, Melford, and Clare and Bury Saint Edmund's Railways.

(Incorporation of Company for making Railways from Sudbury through Melford to Clare and Haverhill and to Bury Saint Edmund's; powers over part of Colne Valley and Halstead Extension Railway; Working arrangements, and powers to other Companies to subscribe.)

NOTICE is hereby given, that it is intended to apply to Parliament 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:

To make and maintain the following, or some one or more of the following lines of railway, or some part or parts thereof respectively, with all necessary works, stations, approaches, and conveniences connected therewith, namely:

(1) A railway to commence in the parishes of Sudbury Saint Gregory, and of Great Cornard, or in one of those parishes, by a junction with the Colchester, Stour Valley, Sudbury, and Halstead Railway, at or near where that railway crosses a road called Lady Lane, to pass thence through or into the several parishes, townships, and extra-parochial places, following, or some of them; that is to say; Great Cornard, Sudbury Saint Peter, Sudbury Saint Gregory, Sudbury All Saints, Sudbury Saint Bartholomews, Melford, otherwise Long Melford, Glemsford, Cavendish, Clare, and Chilton, all in the county of Suffolk; Ballingdon, Middleton, Bulmer, Belchamp Saint Paul, Brundon, otherwise Brundon Hall, Borley, Liston, Foxearth, and Pentlow, all in the county of Essex; and to terminate in the said parish of Clare, at a field called or known as the Bailey, in the occupation of Charles Ray.

(2) A railway to commence in the said parish of Clare by a junction with the said intended railway at the termination thereof, to pass thence from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them; that is to say: Clare, Chilton, Stoke-by-Clare, and Wixoe, otherwise Whixoe, all in the county of Suffolk, and Ashen, otherwise Esse, and Birdbrook, in the county of Essex, and to terminate in the said parish of Birdbrook by a double junction with the authorised line of the Colne Valley and Halstead Extension Railway, one of such points of junction to be made at or near where, according to the deposited plans of the said extension railway, it is intended to cross the public road leading from Wixoe to Birdbrook by Honeck's-lane, and the other of such points of junction to be made in the said parish of Birdbrook, at or near where, according to the said deposited plans, the said Colne Valley and Halstead Extension Railway is intended to cross the public road leading from Wixoe to Steeple Bumpstead.

(3) A railway to commence in the said parish of Melford by a double junction with the said intended railway firstly hereinbefore described; one of such points of junction to commence at or near the road leading from Melford to Liston, at about one furlong from where that road joins the High-street of Melford, and the other point of junction to commence at or near where the Glemsford Brook joins the River Stour, the said intended railway to pass thence through or into the several parishes, townships, and extra-parochial places following, or some of them; that is to say; Melford, otherwise Long Melford, Glemsford, Stanstead, Cavendish, Boxstead, otherwise Boxted, Alpheaton, otherwise Alpheton, otherwise Orton, Shimpling, Hartest, Somerton, Hawkedon, otherwise Hardon, Lawshall, Brockley, Reed, otherwise Rede, Wepstead, Hawstead, Hardwicke, otherwise Hardwick, Chevington, Chedburgh, Ick-

worth, Horsecroft, Great Horningsheath, otherwise Great Horringer, Little Horningsheath, otherwise Little Horringer, Bury St. Edmund's St. Mary, Bury St. Edmund's St. James, and Bury St. Edmund's St. John, all in the county of Suffolk, and to terminate in the said parish of Bury St. Edmund's St. James by a junction with the Newmarket Railway at or near a point distant 165 yards, or thereabouts, from the west end of the station of the Eastern Union Railway at Bury St. Edmund's.

To purchase by compulsion all such lands, houses, and other property as may be required in the construction of the said railways, or any of the works connected therewith, 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 intended 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 empower the Company, their officers and servants, and also all corporations 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, so much of the extension of the Colne Valley and Halstead Railway as will lie between the points of junction therewith of the said intended railway secondly hereinbefore described, and the termination of the said extension in the parish and Hamlet of Haverhill, together with the stations, watering places, works and conveniences connected therewith.

The said Bill will also enable the proposed Company on the one hand, and the Eastern Counties, Eastern Union, Norfolk, and Colne Valley and Halstead Railway Companies, or any or either of those Companies, on the other hand, from time to time to enter into and fulfil contracts and agreements for and with respect to the working, management, maintenance, and use of the said intended railways and works, or any part or parts thereof respectively, 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 proceeds thereof; and the Bill will enable the Eastern Counties, the Eastern Union, the Norfolk, and the Colne Valley and Halstead Railway Companies, or any or either of those Companies, to subscribe towards the construction of the proposed railways, or any or either of them, out of any monies belonging to them respectively or which they respectively have power to raise.

It is 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 any of the purposes thereof, alter the following Acts of Parliament, namely, 6 and 7 William IV., caps. 103 and 106, and the several other Acts relating to the Eastern Counties Railway Company; the 7 and 8 Victoria, cap. 85, and the several other Acts relating to the Eastern Union Railway Company; also the 5 and 6 Victoria, cap. 82, and the several other Acts relating to the Norfolk Railway Company; and, lastly, the 19th and 20th

Vict., cap. 61, and the 22nd and 23rd Vict., cap. 122, relating to the Colne Valley and Halstead Railway Company.

Duplicate plans and sections, describing the lines and levels of the intended railways, and the lands, houses, and other property proposed to be taken for the purposes thereof, with a book of reference to the plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of the said lands, houses, and other property, together with a published map, with the lines of railway delineated 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 day of this instant November, be deposited for public inspection with the Clerk of the Peace for the county of Essex, at his office in Chelmsford; and with the Clerk of the Peace for the county of Suffolk, at his office in Bury Saint Edmund's; 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 said railways will be made, will, together with a copy of the said 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 next.

Dated this 8th day of November, 1859.

Wm. Henry Sams, Solicitor, Clare, Suffolk.

Eau Brink Drainage.

(Appointment of Board of Conservators; Regulating their Election Qualification and Duties; Transfer of certain Powers, &c., of Eau Brink Drainage Commissioners; Provisions as to Eau Brink Bridge; Power to levy Bridge Tolls; Transfer to county; Provision as to Denver Sluice; its Transfer to Trustees; Appointment of those Trustees and their Powers; Arrangement with Navigation Commissioners; Levying and alteration of rates, tolls, and taxes; Amendment or Consolidation 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 for the following purposes, or some of them:

To alter, amend, and enlarge the powers and provisions of the Act 35 George 3, cap. 77, intituled "An Act for improving the Drainage of the Middle and South Levels, part of the Great Level of the Fens called Bedford Level, and the low lands adjoining or near to the said levels, as also the lands adjoining or near to the river Ouze, in the county of Norfolk, draining through the same to sea by the harbour of King's Lynn, in the said county, and for altering and improving the navigation of the said river Ouze from or near a place called Eau Brink, in the parish of Wigenhall Saint Mary, in the said county, to the said harbour of King's Lynn, and for improving and preserving the navigation of the several rivers communicating with the said river Ouze," and the several other Acts reciting or amending such Act, namely, 36 George III, cap. 33; 45 George III, cap. 72; 56 George III, cap. 38; 58 George III, cap. 48; 59 George III, cap. 79; 1 and 2 George IV, cap. 64; and 1 and 2 William IV, cap. 73; or to repeal the said Acts or some of them, either wholly, or so far as relates to the Eau Brink Drainage Commissioners; and to consolidate the provisions of the said Acts or

any of them with modifications and additions, and subject to the powers and provisions hereinafter mentioned, or any of them.

To appoint a Board of Conservators and to regulate their election, qualification, powers and duties, and the powers, qualifications, and registration of the future Drainage Commissioners.

To transfer and vest in the Conservators, the property, taxes, navigation and other tolls or shares thereof, and certain of the rights, powers, and privileges now vested in, held, or enjoyed by the Eau Brink Drainage Commissioners, with such additional powers, and subject to such alterations, as may be given by or prescribed in the Bill.

To alter and regulate the election, qualification, and duties of the Navigation Commissioners, or to constitute a new body of Commissioners with other or additional powers and duties.

To authorize the Conservators to discharge the existing debts of the Drainage Commissioners, and to alter, define, or regulate, or make further provision with reference to the debts and contributions of the existing Drainage Commissioners, and as to the repair or maintenance of navigation or drainage sluices, cuts, bridges, banks, or forelands, to the repair or maintenance of which the Drainage Commissioners are now liable.

To incorporate the Conservators and Drainage or Navigation Commissioners respectively, or one or more of such bodies under a name or names to be fixed in the Bill.

To exonerate the Drainage Commissioners and Conservators upon payment of a sum of money or other terms to be stated or prescribed in the Bill from any liability which may now attach to the Drainage Commissioners under the said Acts or otherwise, with reference to the repair or maintenance of Denver Sluice, or any part thereof; and also to exonerate the Drainage Commissioners and Conservators from all liability in respect of any other works above the Eau Brink cut, with such limitations or exceptions, if any, as may be prescribed in the Bill.

To authorize the Company of Conservators of the Great Level of the Fens, called the Bedford Level (hereinafter referred to as the Bedford Level Corporation), to agree with the owners of lands draining through Denver Sluice in the south level part of the Bedford Level, or with the Commissioners of the several districts or levels in which such lands or any of them are comprised, for the purpose of internal drainage, and the owners of lands draining through the said sluice, not comprised in any such last-mentioned district or level, for the transfer of such sluice to trustees or some other body, to be named in or constituted by the Bill, on behalf of such owners or Commissioners, or owners and Commissioners, on the payment of such yearly or other sum as may be agreed on or determined in manner mentioned in the Bill; or to require or prescribe such transfer, and the terms thereof in the Bill, and to regulate the appointment, election, constitution, incorporation, powers, and duties of such trustees or other body, and to vest the said sluice and its maintenance, improvement, and repair in such trustees or other body, and to confer upon them powers of receiving and requiring annual or other contributions from such Commissioners of districts and levels within the south level, and of levying rates and taxes upon the owners and occupiers of property within those districts or levels, or any of them, or to authorize such last-named Commissioners to pay such contributions, rates, and taxes from their ordinary funds, and to increase their rates and taxes for such purpose, and to

authorize the levying by the trustees or other body, of rates and taxes on lands in the south level not within any district or level under the jurisdiction of Commissioners constituted for the internal drainage thereof.

To authorize the Conservators to levy tolls for the passage over and use of the bridge called the Eau Brink Bridge, with its approaches, and to authorize or require the Conservators to transfer such bridge and its approaches to the Justices of the Peace for the county of Norfolk, and to authorize or require the said Justices to accept such transfer, or to enable them to require the Conservators to transfer and to vest the powers of collecting such tolls in the justices, with power to declare the bridge a free bridge, and either to declare in the Bill, or authorize the justices to declare the bridge to be a county bridge, and to charge the expense thereof on the county rates for the county of Norfolk, either with or without any power to or obligation upon the Conservators to contribute out of their funds towards the maintenance of the bridge or the erection of a new bridge.

To alter the rates, taxes, tolls, and duties authorized to be levied by the said Acts, or any of them, to levy other substituted rates, taxes, tolls, and duties, to regulate the imposition, levying, and collection of such rates, taxes, tolls, and duties, or any of them, by the owners of property, Commissioners of districts, Eau Brink Drainage Commissioners or Conservators, to define the area of taxation, and the powers of the Conservators to collect the taxes, and to confer powers or impose the obligation upon the Middle Level, the Sutton and Mepal and Manea and Welney Drainage Commissioners, and upon the Commissioners of districts or levels in the south level, constituted for the purpose of internal drainage respectively, of paying such taxes out of their ordinary revenues, with powers to those Drainage Commissioners respectively, if they think fit, of assessing and levying the same upon the owners and occupiers of property in their respective districts and levels subject to such taxation or of increasing their ordinary taxes for such purpose.

To enable the Conservators to raise and borrow sums of money upon mortgage, bond, or other security, and to define and regulate the rights and powers of the mortgagees for enforcing payment of the principal and interest, and of assessing, levying, or selling the taxes on the security of which the money is advanced.

To enable the Conservators and Navigation Commissioners to agree at any time for the transfer to those Commissioners of the sluices in the Cam, Brandon, Lark, and other rivers now maintained by the Drainage Commissioners, either for a gross or yearly payment or for a share of the navigation tolls now payable to the Drainage Commissioners or otherwise.

To regulate the appointment of auditors, and to make provision for all other matters incidental or accessory to the objects of the Bill.

To vary or extinguish exemptions under the said Acts, or any other Acts amended by the Bill, from rates, taxes, tolls, and duties, to confer exemptions from existing or any new rates, taxes, tolls, and duties, authorized by the said Acts, or to be authorized by the Bill, to alter rates, tolls, and duties, to vary or extinguish rights and privileges, and to confer other rights and privileges.

To incorporate with the Bill some of the provisions of "The Lands Clauses Consolidation Act, 1845;" "The Commissioners Clauses Act, 1847;" and any other Public Consolidation Act.

To repeal or amend, so far as needful, the provisions of the Acts relating to the Middle Level,

videlicet: 50 George 3rd, cap. 125; 7 and 8 Victoria, cap. 106; and the Middle Level Drainage Amendment Act, 1848. The Sutton and Mepal Commissioners Acts, 22 George 2nd cap. 11; 17 George 3rd, cap. 65; 46 George 3rd, cap. 96: the Act relating to Manea and Welney district, 39 and 40 George 3rd, cap. 1; the Acts relating to the South Level, and the districts and levels therein videlicet, 7 and 8 George 3rd, chapter 47, commonly called the South Level Drainage and Navigation Act; 59 George 3rd, cap. 78, Swaffham and Bot-tisham District Act; 39 and 40 George 3rd, cap. 90, and 16 and 17 Victoria, cap. 61, Middle Fen District Act; 47 George 3rd, session 2, cap. 83, and 4 George 4th, cap. 103, Burnt Fen First District Acts; 47 George 3rd, session 2, cap. 1, and 6 and 7 Victoria, cap. 66, Mildenhall Second District Acts; 42 George 3rd, cap. 24, 46 George 3rd, cap. 95 and 12 and 13 Victoria, cap. 7, Feltwell New District and Second District Acts; 54 George 3rd, cap. 177, and 4 and 5 William 4th, cap. 63, Stoke Ferry, Northwold, Wretton, Wereham, West Dereham, Roxham, Fordham, Denver, Downham Market, Wimbotsham, and Stow Bardolph Acts; 39 and 40 George 3rd, cap. 26, and 50 George 3rd, cap. 194, Littleport and Downham District Acts; 50 George 3rd, cap. 128, Cawdle Fen Act; 53 George 3rd, cap. 81, Waterbeach Level Act; 4 and 5 Victoria, cap. 58, Burwell Act; 5 and 6 Victoria, cap. 23, Cottenham, Rampton, and Willingham Act; 7 William 4th, and 1 Victoria, cap. 90, Over Act; 7 and 8 Victoria, cap. 29, and 15 and 16 Victoria, cap. 29, Thetford Acts; 9 and 10 Victoria, cap. 9, Willingham Act; 1 William 4, cap. 26, Hilgay Act; 42 George 3rd, cap. 19, 7 and 8 Victoria, cap. 106, and 14 and 15 Victoria, cap. 8, Downham Market, Wimbotsham, Stow Bardolph, and Denver Acts; 17 and 18 Victoria, cap. 172, Hilgay Great West Fen Act; 17 and 18 Victoria, cap. 188, Methwold Act; and the Norfolk Estuary Act, 1857; and any other Acts relating to those levels and districts, or any or either of them, and to alter rates and taxes authorized to be levied by such Acts, or any or either of them.

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

Dated this 3rd day of November, 1859.

F. J. Wise, Solicitor.

Dyson and Co., Parliamentary Agents.

Thetford and Bury St. Edmunds Railway.

(Incorporation of Company, construction of Railways. Power to use Railways of the Norfolk and Eastern Union Railway Companies. Working arrangements with those Companies and with the Eastern Counties and the Newmarket Railway Companies. Provision for transmission of Traffic by those Companies. Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament, in the next session, for an Act to incorporate a Company (hereinafter called the Company), and to enable the Company to make and maintain the railways hereinafter mentioned, or some or one of them, together with all necessary and convenient stations, approaches, bridges, roads, communications, and other works, and to confer upon the Company all necessary powers for effecting the objects hereinafter mentioned, or some of them (that is to say):

1. A railway commencing in the parish of Thetford Saint Cuthbert or Thetford Saint Peter,

by a junction with the Norfolk Railway at a point 44 yards or thereabouts east of the point on the same railway where the road from Thetford to Croxton is carried over the said railway by a bridge, and which bridge is 229 yards or thereabouts east of the mile post on the said railway, marked 96, and indicating 96 miles from London, and terminating in the parish of Saint James's Bury St. Edmunds, in the county of Suffolk by a junction with the Eastern Union Railway, at a point 44 yards or thereabouts east of the bridge, carrying the last-mentioned railway over the river Lark, which said bridge is situate about 168 yards to the eastward of the centre of the public road or highway leading from North Gate, Bury Saint Edmunds towards Thetford, 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, that is to say, Thetford St. Peter, Thetford St. Mary, Thetford St. Cuthbert, and Kilverstone, Great and Little Snare Hill, in the county of Norfolk, Thetford St. Peter, Thetford, St. Mary, Thetford St. Cuthbert, Kilverstone, Barnham, St. Martin and St. Gregory, Great Snare Hill, Little Snare Hill, Great and Little Snare Hill, Culford, Ingham, Ampton, Timworth, Fornham St. Martin's, Livermere Parva, Livermere Magna, and St. James, Bury St. Edmunds, in the county of Suffolk.

2. A railway commencing by a junction with the first hereinbefore described intended railway in the parish of Thetford Saint Cuthbert and county of Norfolk, in a field belonging to the Honourable Francis Baring, and in the occupation of Leonard Sheford Bidwell, and which said field abuts on the north side of the turnpike road leading from Thetford to Norwich, and the western corner of which field where it abuts on the said road is 224 yards or thereabouts to the eastward of a drift road, leading from the said road to a windmill belonging to and in the occupation of Henry Green, and terminating in the parish of Thetford Saint Peter, at or near the High-road from Thetford to Stoke Ferry, about 100 yards to the south of the south door of the booking-office of the Norfolk Railway at the Thetford station, which said secondly herein described intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial and other places following or some of them, that is to say: Thetford Saint Cuthbert and Thetford Saint Peter.

3. A railway commencing by a junction with the first hereinbefore described intended railway, in the parish of Saint James, Bury Saint Edmunds, in a field belonging to Lord Manners, and in the occupation of Thomas Daniel Taylor, called the Drove Fourteen Acres, or Plantation Field, and terminating at the east side of the public road or highway leading from North Gate, Bury Saint Edmunds, towards Thetford, at a point fifty yards or thereabouts to the north of the bridge carrying the Eastern Union Railway over the last-mentioned public road or highway, and which said thirdly herein described intended railway will pass from, in, through, or into the several parishes or townships, extra-parochial, and other places following, or one of them, that is to say, Saint James, Bury Saint Edmunds, and Saint Mary, Bury Saint Edmunds, all in the county of Suffolk.

To enable the Company to stop up, alter, or divert whether temporarily or permanently, all turnpike and other roads and highways, footways, railways, tramways, aqueducts, canals, streams, and rivers within the aforesaid parishes, townships, extra-parochial, and other places, or any

of them, as it may be necessary to cross, stop up, alter, or divert, by reason or for the purposes of the intended railways and works, or any of them, or of the said intended Act.

To levy tolls, rates, and duties, as well in respect of the use of the said intended railways and works as of any railways, stations, and works which they may be authorised to run over and use, and to grant exemption from the payment of tolls, rates, and duties.

To enable the Company to purchase lands and houses by compulsion or agreement for the purpose of the several railways and works or of the intended Act, and to vary, repeal, or extinguish all existing rights and privileges connected with such lands and houses, and all other rights and privileges which would in anywise impede or interfere with the construction, maintenance, and use of the said railways and works, or any or either of them, and to confer, vary, and extinguish other rights and privileges.

To enable the Company to run over, work, and use with their engines, carriages, and servants of every description, and for the purpose of their traffic upon such terms and conditions, and on payment of such tolls, rates, and charges, as may be agreed upon, or as in case of difference shall be settled by arbitration, all or any part of the respective railways after-mentioned, together with the stations, watering places, sidings, works, and conveniences connected therewith respectively, that is to say,

The Norfolk Railway, from the junction of the first-mentioned intended railway therewith, to and including the station on the Norfolk Railway at Thetford.

The Eastern Union Railway from the junction of the said first-mentioned intended railway therewith, to and including the station on the Eastern Union Railway at Bury St. Edmund's.

To enable the Company and the Eastern Counties, the Norfolk, the Eastern Union, and the Newmarket Railway Companies (hereinafter called the Four Companies) or any two or more of them, to enter into agreements and arrangements with respect to the working, use, and management and maintenance of the said intended railways and works, or any part or parts thereof respectively; and the management, interchange, regulation, working, and direction of the traffic upon or over the said intended railways and works, or some part or parts thereof; and the collection, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from the said intended railways and works or any part or parts thereof, and to require and compel the Four Companies, or any one or more of them and their respective lessees and assigns, upon such terms and conditions as shall be agreed upon, or failing such agreement as shall be settled by arbitration in manner to be provided by the intended Act, to book through and forward all passengers, goods, animals and other traffic, and to afford all necessary facilities for the passage and transmission of passengers, goods, animals, and other traffic, and of the carriages of every description conveying the traffic to or from or over the whole or any part of their respective railways to and from the said intended railways, or any of them, so as to prevent any undue interruption, diversion, or delay in the passage of the said traffic, and if need be to alter and vary the tolls, rates, and duties which the Four Companies or any of them may respectively receive and take upon their respective railways, and to confer, vary, and extinguish exemptions therefrom.

And it is further proposed by the intended Act to alter, amend, extend, and enlarge or repeal; so

far as may be necessary, the powers and provisions of the several Acts relating to the following Companies, or some of them, viz.:

The local and personal Acts following relating to the Norfolk Railway Company:—5 and 6 Victoria, chapter 82: 7 and 8 Victoria, chapters 4 and 15; 8 and 9 Victoria, chapters 41, 45, and 154; 9 and 10 Victoria, chapters 132 and 169; 10 and 11 Victoria, chapters 64, 94, 98, and 99; 11 and 12 Victoria, chapter 30; 15 Victoria, chapter 25; 17 and 18 Victoria, chapters 130, 180, and 220.

The local and personal Acts following relating to the Eastern Counties Railway Company: 6 and 7 William IV., chapters 103 and 106; 1 and 2 Victoria, chapter 81; 2 and 3 Victoria, chapters 77 and 78; 3 Victoria, chapter 52; 4 Victoria, chapters 14 and 24; 4 and 5 Victoria, chapter 42; 6 Victoria, chapter 28; 7 Victoria, chapters 19, 20, and 35; 7 and 8 Victoria, chapters 62 and 71; 8 and 9 Victoria, chapters 55, 85, 110, and 201; 9 Victoria, chapter 52; 9 and 10 Victoria, chapters 258, 356, 357, and 367; 10 and 11 Victoria, chapters 12, 13, 20, 92, 156, 157, 158, and 235; 15 and 16 Victoria, chapters 30, 33, 51, 65, 84, and 108; 16 17 Victoria, chapters 87, and 117; 17 and 18 Victoria, chapters 133, 153, and 220; 19 and 20 Victoria, chapters 15, 51, and 76; 21 and 22 Victoria, chapter 99.

The local and personal Acts following, relating to the Eastern Union Railway Company:—7 and 8 Victoria, chapter 85; 8 and 9 Victoria, chapters 94 and 97; 9 and 10 Victoria, chapters 53, 76, 97, 106, and 280; 10 and 11 Victoria, chapters 11, 18, 19, 21, 137, 174, and 225; 12, and 13 Victoria, chapter 92; 13 and 14 Victoria, chapter 54; 14 and 15 Victoria, chapters 58 and 66; 15 and 16 Victoria, chapter 148; 16 and 17 Victoria, chapters 124 and 221; 17 and 18 Victoria, chapter 69; 19 and 20 Victoria, chapter 81.

The local and personal Acts following, relating to the Newmarket Railway Company; 9 and 10 Victoria, chapter 172; 10 and 11 Victoria, chapters 12, 13, and 20, and 15 and 16 Victoria, chapters 51 and 65.

And notice is hereby further given that on or before the 30th day of November, 1859, plans and sections of the proposed railways and works, with a book of reference to the plans, and a published map, with the lines of the proposed railway delineated thereon, 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 Norfolk, at his office in Aylsham, and with the Clerk of the Peace for the county of Suffolk, at his office in Bury Saint Edmunds, and that on or before the 30th day of November, 1859, a copy of so much of the said plans, sections and book of reference, as relates to each parish or extra-parochial place in or through which the said railway and works or any part of them are or is intended to be made, with a copy of this notice as published in the London Gazette, will be deposited for public inspection in the case of each such parish with the parish clerk thereof, at his residence, and in the case of each such extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence, and 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, 1859.

Bircham, Dalrymple, and Drake,
46, Parliament-street.

Dated this 10th day of November, 1859.

No. 22325.

AN ACCOUNT of the Total Quantities of each Kind of CORN, distinguishing Foreign and Colonial, imported into the principal Ports of GREAT BRITAIN, (viz. London, Liverpool, Hull, Newcastle, Bristol, Gloucester, Plymouth, Leith, Glasgow, Dundee, and Perth), and the Rates and Amount of Duty thereon, in the Week ended 16th November, 1859.

SPECIES.	Quantities Imported into the Ports of Great Britain, enumerated above (being those into which Corn is chiefly imported).						Amount of Duty received thereon.						Rates of Duty, (Foreign and Colonial).		
	Foreign.		Colonial.		Total.		Foreign.		Colonial.		Total.		Corn and Grain of all sorts, per quarter.	Meal and Flour of all sorts, per cwt.	
	Qrs.	Bus.	Qrs.	Bus.	Qrs.	Bus.	£	s.	d.	£	s.	d.	s.	d.	
Wheat & Wheat Flour	31394	5	4428	4	35823	1	1641	18	11	251	11	4	1893	10	3
Barley & Barley Meal	19513	2	—		19513	2	975	13	8	—			975	13	8
Oats and Oat Meal	12891	4	11	6	12903	2	644	11	5	0	11	9	645	3	2
Rye and Rye Meal	263	3	—		263	3	13	3	5	—			13	3	5
Pease and Pea Meal	4596	6	3499	4	8096	2	229	16	11	174	19	6	404	16	5
Beans and Bean Meal	2536	1	—		2536	1	126	16	4	—			126	16	4
Indian Corn and Indian Meal	12347	6	0	3	12348	1	617	7	10	0	0	7	617	8	5
Buck Wheat and Buck Wheat Meal	5	0	—		5	0	0	5	0	—			0	5	0
Beer or Bigg	—		—		—		—			—			—		
	83548	3	7940	1	91488	4	4249	13	6	427	3	2	4676	16	8

NOTE.—The Quantities of Corn admitted to Home Consumption within the week, were identical with the quantities imported.

Office of the Inspector-General of Imports and Exports, Custom-house, London, 21st November, 1859.

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

THE LONDON GAZETTE, NOVEMBER 22, 1859.

4199

AN ACCOUNT, pursuant to the Act seventh and eighth Victoria, cap. 32, of the Average Amount of BANK NOTES, of the several Banks of Issue in ENGLAND and WALES, in Circulation during the Week ending Saturday the 12th day of November, 1859.

PRIVATE BANKS.

Name, Title, and Principal Place of Issue.			Average Amount.
Andover Bank	Andover	Heath and Co.	8538
Ashford Bank	Ashford	Jemmett, Pomfret, and Co.	10711
Aylesbury Old Bank	Aylesbury	Cobb and Co.	23598
Baldock Bank and Baldock and Biggleswade Bank	Biggleswade	Wells, Hogge, and Co.	22697
Barnstaple Bank	Barnstaple	Marshall and Co.	7176
Basingstoke and Odiham Bank	Basingstoke	Seymour, Lamb, and Co.	20402
Bedford Bank	Bedford	Barnard and Co.	30111
Bewdley Bank	Bewdley	Nichols, Baker, and Co.	12884
Bicester and Oxfordshire Bank and Oxford Bank	Bicester	Tubb and Co.	18562
Birmingham Bank	Birmingham	Attwoods, Spooner, and Co.	23069
Boston Bank	Boston	Claypons and Co.	73429
Boston Bank	Boston	Gee and Co.	14427
Bridgwater Bank	Bridgwater	J. and J. L. Sealey	8220
Bristol Bank	Bristol	Miles, Miles, and Co.	25625
Broseley and Bridgnorth and Bridgnorth and Broseley Bank	Broseley	Pritchards, Boycott, and Co.	17025
Buckingham Bank	Buckingham	Bartlett, Parrott, and Co.	23942
Bury and Suffolk Bank, Sudbury Bank, and Stowmarket Bank	Bury St. Edmunds	Oakes, Bevan, and Co.	59992
Banbury Bank	Banbury	J. C. and A. Gillett	36118
Banbury Old Bank	Banbury	Cobb and Son	26730
Bedfordshire Leighton Buzzard Bank	Leighton Buzzard	Bassett, Son, and Co.	34961
Birmingham Bank	Birmingham	Lloyds and Co.	28280
Bradford Old Bank	Bradford, Yorkshire	Harris and Co.	12955
Brecon Old Bank	Brecon	Wilkins and Co.	61029
Brighton Union Bank	Brighton	Hall, West, and Co.	17622
Burlington and Driffield Bank	Burlington	Harding, Smith, and Co.	11910
Bury Saint Edmunds Bank	Bury St. Edmunds	Worledge and Co.	2287
Cambridge Bank	Cambridge	Mortlock and Co.	14501
Cambridge and Cambridgeshire Bank	Cambridge	Messrs. Fosters	45167
Canterbury Bank	Canterbury	Hammond and Co.	31745
Carmarthen Bank	Carmarthen	David Morris and Sons	23150
Chertsey Bank	Chertsey	La Coste and Son	3004
Colchester Bank	Colchester	Round, Green, and Co.	14383
Colchester and Essex Bank, and Witham and Essex Bank, and Hadleigh, Suffolk, Bank	Colchester	Mills, Bawtree, and Co.	35396
Cornish Bank, Truro	Truro	Tweedy and Co.	46644
Coventry Bank	Coventry	Little and Woodcock	5331
City Bank, Exeter	Exeter	Milford and Co.	18677
Craven Bank	Settle	Alcocks, Birkbeck, and Co.	75003
Chepstow Old Bank	Chepstow	Snead and Chapman	8803
Derby Bank	Derby	W. and S. Evans and Co.	11668
Derby Bank	Derby	Samuel Smith and Co.	41314
Derby Old Bank and Scarsdale and High Peak Bank	Derby	Crompton, Newton and Co.	24553

Name, Title, and Principal Place of Issue.			Average Amount.
			£
Devizes and Wiltshire Bank.....	Devizes	Locke and Co.	8590
Diss Bank	Diss	Fincham and Co. ..	9940
Doncaster Bank and Retford Bank..	Doncaster.....	Cooke and Co.	62584
Darlington Bank, Durham Bank, { and Stockton-on-Tees Bank..... }	Darlington	Backhouse and Co.	84371
Devonport Bank..	Devonport	Hodge and Co.	8213
Dorchester Old Bank and Dorset- shire Bank	Dorchester	Williams and Co.	46235
East Cornwall Bank.....	Liskeard	Robins, Foster, and Co.	105482
East Riding Bank.....	Beverley	Bower and Co.	53362
Essex Bank and Bishop's Stortford } Bank	Chelmsford	Sparrow, Round, and Co.....	40547
Exeter Bank	Exeter	Sanders and Co.	29485
Farringdon Bank and Bank of Wantage	Farringdon	Barnes, Medley, and Co.	6116
Farnham Bank	Farnham	James Knight	9925
Faversham Bank.....	Faversham	Hilton and Co.	5364
Godalming Bank.....	Godalming	Mellersh and Co.	4813
Guildford Bank	Guildford.....	Messrs. Haydon.....	12284
Grantham Bank	Grantham	Hardy and Co.	29202
Hereford City and County Bank.....	Hereford	Matthews and Co... ..	17388
Hull Bank and Kingston-upon-Hull } Bank	Hull	Smith, Brothers, and Co.	20878
Huntingdon Town and County Bank	Huntingdon.....	Veasey and Co.	42243
Harwich Bank	Harwich	Cox, Cobbold, and Co....	5912
Hertfordshire, Hitchin Bank.....	Hitchin	Sharples and Co.	32926
Hereford, Ross and Archenfield } Bank, and Ross and Archenfield } Bank	Ross	Morgan and Co.	19331
Ipswich Bank	Ipswich	Bacon and Co.	18133
Ipswich and Needham Market Bank, } Suffolk, Hadleigh Bank, Man- } ningtree and Mistley Bank, and } Woodbridge Bank	Ipswich	Alexanders and Co.	59148
Kentish Bank	Maidstone	Randall, Mercer, and Co.	19155
Kington and Radnorshire Bank.....	Kington	Davies and Co.	25930
Knaresborough Old Bank and Ripon } Old Bank.....	Knaresborough ...	Harrison and Co.	21605
Kendal Bank	Kendal.....	Wakefield, Crewdson, and Co....	44787
Longton Staffordshire Bank	Longton	C. Harvey and Son	5170
Leeds Bank.....	Leeds	Beckett and Co.	54042
Leeds Union Bank	Leeds	W. Williams, Brown and Co. ...	37550
Leicester Bank	Leicester	T. and T. T. Paget	30005
Lewes Old Bank	Lewes	Whitfield and Co.	30229
Lincoln Bank	Lincoln	Smith, Ellison, and Co.....	93319
Llandovery Bank, Lampeter Bank, { and Llandilo Bank	Llandovery	D. Jones and Co.	31313
Loughborough Bank	Loughborough....	Middleton and Cradock ..	6610
Lymington Bank.....	Lymington	S. and G. F. St. Barbe.....	3882
Lynn Regis and Lincolnshire Bank ..	Lynn Regis.....	Gurneys and Co.	35078
Lynn Regis and Norfolk Bank	Lynn Regis.....	Jarvis and Co.	13096

Name, Title, and Principal Place of Issue.			Average Amount.
			£.
Macclesfield Bank	Macclesfield	Brocklehurst and Co.	15084
Manningtree Bank	Manningtree	Nunn and Co.	3369
Merionethshire Bank	Dolgelly	Williams and Son	8453
Liners' Bank	Truro	Willyams and Co.	18202
Monmouthshire Agricultural and } Commercial Bank }	Abergavenny	Bailey and Co.	28733
Monmouth Old Bank	Monmouth	Bromage, Snead, and Gosling ..	10619
Newark Bank	Newark	Godfrey and Riddell.....	23207
Newark and Sleaford Bank, and } Sleaford and Newark Bank	Sleaford	Handley, Peacock, and Co.	48345
Newbury Bank	Newbury	Bunny, Slocock, and Co.	17877
Newmarket Bank	Newmarket	Eaton, Hammond, and Co.....	18626
Norwich Crown Bank and Norfolk } and Suffolk Bank	Norwich ..	Harveys and Hudsons	47912
Norwich and Norfolk and Fakenham } Banks	Norwich	Gurneys and Birkbecks	89348
Nottingham and Nottinghamshire Bank	Nottingham	Hart, Fellows, and Co.....	8948
Nuneaton Bank	Nuneaton	Craddock and Co.	2752
Naval Bank, Plymouth ..	Plymouth.....	Harris and Co.	21415
New Sarum Bank	Sarum ..	Pinckney, Brothers	9904
Nottingham Bank	Nottingham	Samuel Smith and Co.	29070
Oswestry Bank and Oswestry Old Bank	Oswestry	Croxon and Co.....	11339
Oxford Old Bank	Oxford	Parsons and Co.	33256
Old Bank, Tonbridge, Tonbridge and } Tonbridge Wells Old Bank, Ton- } bridge and Tonbridge Wells and } Sevenoaks Bank.....	Tonbridge	H., S., A. H., T., and A. T. } Beeching	10106
Oxfordshire Witney Bank	Witney	J. W. Clinch and Sons.....	10367
Pease's Old Bank, Hull, the Hull } Old Bank and Beverley Bank..... }	Hull.....	Peases and Co.	44540
Penzance Bank	Penzance	Batten and Co.	8030
Peterborough Bank and Oundle Bank	Peterborough	D. Yorke and Co.....	9975
Pembrokeshire Bank	Haverfordwest.....	J. and W. Walters	12923
Reading Bank	Reading	Simonds and Co.	23614
Reading Bank	Reading	Stephens, Blandy, and Co.	29130
Richmond Bank	Richmond	Roper and Co.	6528
Rochdale Bank	Rochdale	Clement, Royds, and Co.	3105
Rochester, Chatham, and Strood Bank	Rochester.....	Day, Nicholson, and Co.	7207
Royston Bank	Royston	Fordham and Sons	10360
Rugby Bank	Rugby	A. Butlin and Son.....	9845
Rye Bank.....	Rye	R. C. Pomfret and Co.....	13522
Ross Old Bank, Herefordshire	Ross	Allaway and MacDougal	4106
Saffron Walden and North Essex Bank	Saffron Walden ..	Gibsons and Co.	26035
Salop Bank	Shrewsbury	Burton, Lloyd, and Co.	13124
Scarborough Old Bank ..	Scarborough	Woodall and Co.	24473
Shrewsbury Old Bank and Shrews- } bury and Ludlow Bank }	Shrewsbury..	Rocke, Eyton, and Co.....	43454
Sittingbourne and Milton Bank.....	Sittingbourne	Vallance and Co.	4090
Southampton Town and County Bank	Southampton	Maddison and Pearce	11677
Southwell Bank	Southwell	Wylde and Co.	10849
Southampton and Hampshire Bank ...	Southampton	Atherley, Fall, and Co.....	2960
Stafford Old Bank	Stafford	tevenson and Co.	13151

Name, Title, and Principal Place of Issue.			Average Amount.
Stamford and Rutland Bank	Stamford	Eaton, Cayley, and Co.....	27084
Shrewsbury and Welsh Pool Bank.....	Shrewsbury	Beck, Downward, and Co.	24680,
Taunton Bank.....	Taunton	H. and R. Badcock	28846
Tavistock Bank	Tavistock.....	Gill, Sons, and Co.	10844
Thornbury Bank.....	Thornoury	Harwood and Co.	9142
Tiverton and Devonshire Bank	Tiverton	Dunsford and Co.	10916
Thrapston and Kettering Bank, } Northamptonshire	Thrapston	Yorke and Eland ..	11025
Tring Bank and Chesham Bank	Tring	Butcher and Sons	13264
Towcester Old Bank	Towcester	Percival and Co. ...	6954
Town and County of Poole Bank and } Ringwood and Poole Bank	Poole ..	G. W. Ledgard and Sons.....	10411
Union Bank, Cornwall	Helston	Vivian and Co.	16062
Uxbridge Old Bank	Uxbridge.....	Hull, Smith, and Co.	11890
Wallingford Bank	Wallingford.....	Hedges, Wells, and Co.....	6027
Warwick and Warwickshire Bank.....	Warwick	Greaves and Co.	19937
Wellington Somerset Bank.....	Wellington	Fox, Brothers, and Co.....	3842
West Riding Bank, Wakefield, and } Pontefract Bank	Wakefield	Leatham, Tew, and Co.	44408
Whitby Old Bank	Whitby	Simpson, Chapman, and Co. ...	14245
Winchester, Alresford, and Alton Bank	Winchester	Bulpett and Co.	19324
Weymouth Old Bank and Dorchester } Bank	Weymouth	Eliot, Pearce, and Co.....	16282
Wirksworth and Ashbourne Derby- } shire Bank	Wirksworth.....	Arkwright and Co.	36378
Wisbech and Lincolnshire Bank	Wisbech	Gurneys and Co.	48405
Wiveliscombe Bank	Wiveliscombe	P. and W. Hancock	7201
Wolverhampton Bank	Wolverhampton ..	Sir F. L. H. Goodricke.....	12716
Worcester Old Bank and Tewkes- } bury Old Bank	Worcester	Berwick, Lechmere, & Co.....	72848
Wolverhampton Bank	Wolverhampton ...	R. and W. F. Fryer	10213
Yarmouth and Suffolk Bank, and } Halesworth and Suffolk Bank... }	Yarmouth	Gurney's Birkbeck, and Co.....	43234
Yarmouth, Norfolk and Suffolk Bank	Great Yarmouth...	Sir E. H. K. Lacon, Bart. & Co	10798
York Bank	York	Swann, Clough, and Co.	39542

JOINT STOCK BANKS.

Name, Title, and Principal Place of Issue.		Average Amount.
		£.
Bank of Westmorland ..	Kendal	11819
Barnsley Banking Company	Barnsley	9483
Bradford Banking Company	Bradford	49100
Bilston District Banking Company.....	Wolverhampton	8915
Bank of Whitehaven	Whitehaven	30100
Bradford Commercial Banking Company	Bradford	19993
Burton, Uttoxeter, and Staffordshire Union Banking } Company	Burton-upon-Trent	48307
Chesterfield and North Derbyshire Banking Company	Chesterfield	10493
Cumberland Union Banking Company	Workington	35527
Coventry and Warwickshire Banking Company ..	Coventry	24365

Name, Title, and Principal Place of Issue.	Average Amount.
Coventry Union Banking Company	Coventry 14936
County of Gloucester Banking Company	Cheltenham 111555
Carlisle and Cumberland Banking Company	Carlisle 23871
Carlisle City and District Bank	Carlisle 20032
Dudley and West Bromwich Banking Company	Dudley 35553
Derby and Derbyshire Banking Company	Derby 19687
Darlington District Joint Stock Banking Company	Darlington..... 26467
East of England Bank	Norwich..... 24353
Gloucestershire Banking Company.....	Gloucester..... 150304
Halifax Joint Stock Bank	Halifax 18078
Huddersfield Banking Company	Huddersfield 34665
Hull Banking Company	Hull 28295
Halifax Commercial Banking Company	Halifax 13806
Halifax and Huddersfield Union Banking Company	Halifax 45440
Helston Banking Company	Helston 1483
Herefordshire Banking Company	Hereford 24480
Knarborough and Claro Banking Company	Knarborough 26976
Kingsbridge Joint Stock Bank	Kingsbridge 2330
Lancaster Banking Company	Lancaster 63727
Leeds Banking Company.....	Leeds 22810
Leicestershire Banking Company	Leicester 76810
Lincoln and Lindsey Banking Company.....	Lincoln 48225
Leamington Priors and Warwickshire Banking Company.....	Leamington Priors 10686
Ludlow and Tenbury Bank	Ludlow 9941
Moore and Robinson's Nottinghamshire Banking Company ...	Nottingham 33436
Nottingham and Nottinghamshire Banking Company	Nottingham 29381
National Provincial Bank of England.....	Birmingham 428436
North Wilts Banking Company	Hd. Office, 112, Bishopsgate-st., London
Northamptonshire Union Bank	Melksham Not received.
Northamptonshire Banking Company.....	Northampton..... 74330
North and South Wales Bank.....	Northampton..... 21473
	Liverpool 63712
Pares's Leicestershire Banking Company	Leicester 54166
Saddleworth Banking Company	Saddleworth 3065
Sheffield Banking Company.....	Sheffield 33625
Stamford, Spalding, and Boston Banking Company	Stamford 52980
Stuckey's Banking Company, Bristol Somersetshire Bank, } and Somersetshire Bank	Langport 353055
Shropshire Banking Company.....	Shiffnall..... 44331
Stourbridge and Kidderminster Banking Company	Stourbridge 55606
Sheffield and Hallamshire Banking Company.....	Sheffield..... 22847
Sheffield and Rotherham Joint Stock Banking Company.....	Sheffield..... 51817
Swaledale and Wensleydale Banking Company.....	Richmond 53202
Wolverhampton and Staffordshire Banking Company	Wolverhampton..... 29849
Wakefield and Barnsley Union Bank	Wakefield 14704
Whitehaven Joint Stock Banking Company	Whitehaven 30046
Warwick and Leamington Banking Company.....	Warwick 26529
West of England and South Wales District Bank .	Bristol 61622
Wilts and Dorset Banking Company	Salisbury 73267
West Riding Union Banking Company	Huddersfield 32816
Whitchurch and Ellesmere Banking Company	Whitchurch 4550
Worcester City and County Banking Company.....	Worcester 6385
York Union Banking Company	York 66210
York City and County Banking Company.....	York 93019
Yorkshire Banking Company	Leeds 122853

WM. WILKS DALBIAC, Registrar of Bank Returns.

Inland Revenue Office, November 19, 1859.

Liverpool Corporation Waterworks.

Additional Reservoir and Works; Alteration of Rates; Conversion of Debt; Amendment of Acts; and other purposes).

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session for an Act to enable the Mayor, Aldermen, and Burgesses of the Borough of Liverpool, (hereinafter called "the Corporation.") to construct the following works, or some of them, (that is to say):

A reservoir on the river Roddlesworth at or near to and south-eastwards of the existing reservoir of the Corporation, known as the Roddlesworth reservoir, and to be situate between the last-mentioned reservoir and a place called Midge-holme, with a connecting conduit or pipe between the intended reservoir and the existing Roddlesworth reservoir, and another connecting conduit or pipe between the intended reservoir and an existing aqueduct or conduit on the southwardly side of the Roddlesworth reservoir, near to a bridge called Hill-bridge: Also a road or approach to the intended reservoir, to commence at or near the Farm-house called Lower Roddlesworth, by a junction with the existing road there, and to terminate at the proposed embankment to be constructed for the purpose of forming the intended reservoir, together with all necessary embankments, cuts, channels, sluices, tunnels, shafts, valves, pipes, byewashes, weirs, engines, roads, and approaches, works, and conveniences, connected therewith, which said intended reservoirs, conduits, and works, will be situate within the several parishes and townships of Tockholes, Blackburn, Withnell, and Leyland, or some of them, all in the county of Lancaster.

And the said intended Act will enable the Corporation to collect and impound in the said intended reservoir, the waters of the stream known as the river Roddlesworth, and the waters of its tributaries, which waters now flow into and supply the existing reservoirs of the corporation, called the Roddlesworth reservoir, and the Rake reservoir, and to apply to the purposes of the Acts following, of some of them, the waters so collected and impounded.

And the said intended Act will enable the Corporation to purchase, by compulsion or agreement, lands, and houses, streams, and waters, for the purposes aforesaid, or any of them; and will alter vary, or extinguish all existing rights or privileges in relation thereto, or which would in any manner impede or interfere with the objects and purposes of the intended Act; and will enable the Corporation to cross, stop up alter or divert, all such roads, lanes, streams, and water courses, as it may be necessary to interfere with, in carrying all or any of the purposes aforesaid into effect.

And the said intended Act will enable the Corporation to raise a further sum of money on the credit of the Liverpool Water Account, and to convert into a fixed perpetual stock, all monies now owing or hereafter to be raised by them on the credit of the said Water Account.

And the said intended Act will also alter and vary, and in some cases increase, the rates or rents now payable to the Corporation for a supply of water for domestic purposes, within the district within which they are authorised and empowered to supply water.

And the said intended Act will alter, extend, amend and enlarge, some of the provisions of the Acts following, or some of them, (that is to say,) "The Liverpool Corporation Waterworks Act, 1847;" "The Liverpool Corporation Waterworks (Amendment) Act, 1850;" "The Liver-

pool Corporation Waterworks Deviations Act, 1852;" and "The Liverpool Corporation Waterworks Act, 1855."

And notice is hereby further given, that on or before the 30th day of November, in the present year, plans and sections of the intended reservoir, conduits, road, and works, and a book of reference to such plans, together with a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Lancaster, at his office in Preston, and that on or before the same day, a copy of so much of the said plans, sections, and book of reference as relates to the several parishes in which the said works will be situated, will, together with a copy of this notice, be deposited with the parish clerk of each such parish, at his place of abode; and on or before the 23rd day of December in the present year, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1859.

Wm. Shuttleworth, Town Clerk of Liverpool, Solicitor for the intended Act.

(In Parliament.—Session 1860.)

Midland Railway.

(Station in St. Pancras, London; Junctions with Great Northern and North London Railways.)

THE Midland Railway Company intend to apply to Parliament, in the next session, for leave to bring in a Bill for the following, or some of the following, among other purposes:—

1. To enable them to acquire, compulsorily or by agreement, for the construction thereon of a station, sidings, and works, certain land in the parish of St. Pancras, in Middlesex, bounded on the north by the North London Railway, on the east by the London station for goods and the lands and premises of the Great Northern Railway Company, on the south and south-west by the Regent's Canal, and on the west by St. Paul's-terrace, King's-road; also a piece of land and the houses and buildings thereon, bounded on the north by the Regent's Canal, on the east by an access to Queen's-road, on the west and south-west by the King's-road, and on the north-west by land and premises belonging to the Ecclesiastical Commissioners for England, and leased to John Charles Goodhall; and also a piece of land in the same parish belonging to the Ecclesiastical Commissioners for England, and leased to Richard Richardson, bounded on the north by the gardens at the rear of the houses numbered 18 to 30 both inclusive, fronting to St. Paul's-road, Camden Town, on the east by Queen's-road, on the south by Elm-road, and on the west by garden ground belonging to the Ecclesiastical Commissioners for England, leased to Richard Richardson, together with all houses and buildings erected on the said pieces of land, including therein schoolhouses and the site of a church now in course of construction, and so much of the said church as is constructed, and to close or divert any streets, roads, or paths, and any sewers, drains, or watercourses, within the said boundaries, and especially to close Durham-street, Oxford-street, Winchester-street, Winchester-terrace, Upper Winchester-terrace, and Salisbury-crescent, and to terminate any contracts which may subsist for the construction, use, or maintenance of any such streets, or for access to the same; and also to enable them to construct a new street or opening in the said parish between St. Paul's-terrace, King's-road, and a road called, or intended to be called, St. Paul's-mews, north of the North London Railway, and to purchase lands

and houses, compulsorily or by agreement, for that purpose.

2. To enable them to construct the necessary railways, sidings, and works, in the same parish, for connecting the said station with the line of the Great Northern Railway, authorised by the "Great Northern Railway Act, 1859," at such part of the said line as may be determined by agreement between the Companies, or by arbitration, and to enter upon, take, and use, such of the land and property of the Great Northern Railway Company as may be necessary for the construction of such connexion, and also to construct railways, sidings, and works in the same parish, for the purpose of connecting the said land with the North London Railway where that railway bounds the land hereinbefore described, and also to enable them to use with their engines and carriages so much of the same two railways respectively as the Bill shall describe, in consideration of such payments and upon such conditions as the Bill shall define, or as may be determined by arbitration.

3. To enable them to construct railways, lyebys, and basins to communicate with the Regent's Canal, upon or near the land aforesaid, at such parts of the said canal as may be determined by agreement between the Companies, or by arbitration; and for that purpose to take and use such part of the land, towing-path, and bed of the same canal, or connected therewith, and the waters of the same canal, as may be necessary for the construction of such lyebys and basins; and it will enable the Midland Railway Company and the Regent's Canal Company to enter into agreements with respect to the interchange, accommodation, and conveyance of traffic arising on, or destined for, their respective undertakings, and with respect to the pecuniary and other terms and conditions on which such traffic shall be dealt with.

4. To confirm an agreement now subsisting between the Midland Railway Company and the Great Northern Railway Company, bearing date the 1st day of June, 1858, and to authorise the making from time to time of further agreements between those two Companies, touching the use of their respective undertakings, and the interchange, conveyance, and accommodation of traffic thereon, and the payments, whether annual or otherwise, to be made, and the conditions to be observed with relation to the same use and traffic, and the appointment of joint committees for giving effect to the subsisting or any future agreements, and to give similar powers of contracting to the Midland Railway Company and the North London Railway Company, or any persons or bodies having control over the North London Railway.

5. To enable the Midland Railway Company to apply their existing capital to the purposes of the Bill, or raise by shares and loan additional capital for the purposes of the said Bill, either with or without any advantages over the existing capital of the Company.

6. The Bill will incorporate the provisions of "The Lands Clauses Consolidation Act, 1845;" and "The Railways Clauses Consolidation Act, 1845;" and will, so far as may be needful, amend or extend the provisions of the Act 7 and 8 Victoria, cap. 18, and the other Acts relating to the Midland Railway Company, "The Great Northern Railway Act, 1846" (9 and 10 Victoria, cap. 71), and the other Acts relating to the Great Northern Railway Company; the Acts 9 and 10 Victoria, cap. 396; 13 and 14 Victoria, cap. 36; and 16 and 17 Victoria, cap. 97, and the other Acts relating

to the North London Railway Company; the Act 9 and 10 Victoria, cap. 204, and the other Acts relating to the London and North-Western Railway Company; the Acts 52 George III., cap. 195; and 53 George III., cap. 32, and the other Acts relating to the Regent's Canal Company.

7. Duplicate plans of the land and property intended to be taken for the purposes of the said station and works, and duplicate sections, showing the line and level of the intended new road or opening, together with a book of reference, containing the names of the owners and lessees, or of the reputed owners and lessees, and of the occupiers of the same land and property, and a copy of this notice will be deposited for public inspection on or before the 30th day of November instant, with the Clerk of the Peace for Middlesex, at his office in the Sessions House, Clerkenwell; and a plan, section, and book of reference, and a copy of this notice will also be deposited with the Clerk of the Vestry of St. Pancras, at his office at the Workhouse, Old St. Pancras-road; and 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 next.

Dated this 9th day of November, 1859.

Beale & Marigold, Birmingham, Solicitors for the Bill.

Land, Loan, and Improvement Company.

(Incorporation and conferring of Powers.)

NOTICE is hereby given, that application is intended to be made to Parliament in the session of 1860, for leave to bring in a Bill for the incorporation of a Company by the name of "The Land, Loan, and Improvement Company," or by such other name as Parliament may think fit, for the purpose of promoting, by the advance of money to landowners, the draining, irrigating, embanking, warping, clearing, enclosing, reclaiming, planting, and otherwise improving of waste and other lands within any part of the United Kingdom or of the Channel islands, and the erecting of agricultural and other buildings and machinery on any such lands; and to enable the said Company to execute works of all the aforesaid descriptions in the most effectual manner, and to lend money to landowners for the general purposes for which they may require it; and to purchase, hold, and transfer real and personal property for the purposes of the business of the Company: and to raise capital, and to advance or apply the same, or any portion thereof, for any of the purposes aforesaid; and for the enfranchisement of copyhold and customaryhold lands, and the purchase of the reversions on the leases of Ecclesiastical property; and to assign and mortgage the charges which they may acquire on lands, and to issue mortgage debentures founded thereon: and also to enable the owners of settled estates and others, to charge the lands in which they have limited interests for the purpose of such works and other aforesaid purposes; and to borrow money of the said Company upon the security of such estates, for the purposes, or any of the purposes aforesaid. And it also intended by the said Bill to confer upon the owners of settled estates, and such others as may contract with them for the execution of such works as aforesaid, such powers, rights, and privileges as may be necessary for effectuating the purposes aforesaid.

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 18th day of November, 1859.

Ashurst, Son, and Morris, 6, Old Jewry, London, E.C., Solicitors to the said Bill.

Birkenhead Railway.

(Transfer of undertaking to London and North-Western and Great Western Railway Companies, and arrangements in relation thereto; repeal of rights and privileges in relation to Birkenhead, Warrington and Stockport, Manchester South Junction, and Altrincham, and Shrewsbury and Chester Railways; 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 objects and purposes following; that is to say:

To transfer to and vest jointly in the London and North-Western Railway Company and the Great Western Railway Company (hereinafter called "the two Companies"), from and after such period for such term of years, in such proportions, upon payment of such annual or other sums of money, and generally upon such terms and conditions as may have been or may be agreed upon between the Birkenhead Railway Company (hereinafter called "the Birkenhead Company") and the two Companies, or as may be fixed, ascertained, and determined in and by or under the provisions of the said intended Act, the undertaking, railways, property, estate, and effects of the Birkenhead Company, and all or any of the rights, powers, privileges, authorities, obligations, claims, and demands of the Birkenhead Company, whether held and enjoyed by them separately or jointly with any Company or Companies, or any person or persons, and whether in relation to their own undertaking or to the undertaking of any other Company, body, or person, and whether with reference to any completed or non-completed parts of the said undertaking, and also the benefit of and obligation to fulfil all or any contracts and agreements entered into by, or on behalf of, the Birkenhead Company, with any other Company, body, or person.

To provide for the mortgage bond or other debt of the Birkenhead Company, and the security of their creditors.

To enable the two Companies to enter into arrangements and agreements for the joint or separate working, maintenance, management, and use of the undertaking of the Birkenhead Company, and the railways, stations, and works belonging thereto, or any part or parts thereof respectively, and the controul and management of the traffic thereon, and as to the tolls, rates, and charges to be demanded in respect thereof, and also as to the receipt of such tolls, rates, and charges, and the division and apportionment thereof between the two Companies; and with reference to the vesting in, or appropriation to, the separate use of either of the two Companies of any particular portion or portions of the said undertaking, railways, and works, and of any station or stations, lands, or property connected therewith, or belonging to the Birkenhead Company; and with reference to the assumption by one or other of the two Companies as between themselves, of all or any liabilities or obligations jointly undertaken by them under the intended Act, or under any agreement or arrangement entered into with the Birkenhead Company; and with reference to the collection, delivery, and transmission of all or any of the traffic passing over the Birkenhead Railway, or any part thereof, from, to, or over the railways, or any part thereof, of either of the two Companies, and with reference to the rates, tolls, and charges to be demanded and received in respect of any such traffic, and with reference to the division and apportionment thereof between

the two Companies; and with reference to the appropriation and division between the two Companies, or other appropriation to their joint or several purposes, of any part or parts of the lands at Birkenhead, known as the South Reserve, to which the two Companies and the Birkenhead Company, or any or either of them, now are, or is, and hereafter may be, entitled.

To provide for the repeal and extinguishment, or for the alteration of all or any powers, rights, and privileges granted to, or conferred upon, or vested in, the two Companies, or either of them, or any other person or Company claiming through them respectively, or to the Warrington and Stockport Railway Company, or their purchaser or lessees, or other Companies or persons claiming through them under the provisions of any of the Acts hereinafter mentioned, upon, in, or over, or in relation to, the undertaking of the Birkenhead Company, or the railways, works, and property connected therewith, or which by the provisions of any of such Acts may have been granted to, conferred on, or vested in, the Birkenhead Company, or any persons or Companies claiming through them, upon, in, or over, or in relation to, the undertaking of the Warrington and Stockport Railway Company, or the railways, works, or property connected therewith, or which by the provisions of the said Acts, or any of them, have been granted to, conferred upon, or vested in, the Birkenhead Company, or any persons or Companies claiming through them, upon, in, or over, or in relation to, the Shrewsbury and Chester Railway, or the works or property belonging thereto, now belonging to the Great Western Railway Company, or in, over, or in relation to, the Manchester, South Junction, and Altrincham Railway, or any works or property connected therewith.

For the appointment of a joint committee or committees for carrying into effect all or any of the purposes of the intended Act.

To confirm, so far as may be necessary, all or any agreements entered into between the Birkenhead Company and the two Companies, or between the two Companies alone, touching all or any of the objects and purposes aforesaid.

To make further provision with reference to the vesting, sale, or disposal of lands held in connection with the joint station at Chester.

And it is also proposed by the said intended Act to alter, amend, vary, or repeal all or any of the provisions contained in "The Birkenhead, Lancashire, and Cheshire Junction Railway Act, 1852;" "The Birkenhead Railway Act, 1859;" "The Warrington and Altrincham Junction Railway Act, 1853;" and "The Warrington and Stockport Railway Leasing Act, 1859;" or in the several Acts next hereinafter mentioned relating to the London and North-Western Railway Company, that is to say: An Act passed in the session of Parliament, held in the ninth and tenth years of the reign of Her present Majesty, intituled "An Act to consolidate the London and Birmingham Grand Junction and Manchester and Birmingham Railway Companies," and the several other Acts distinguished in the Queen's Printers' copies of the Local and Personal Acts, as 1 William IV., cap. 51; 8 and 9 Vic., caps. 36, 37, 43, 105, 111, 112, 123, 156 and 198; 9 and 10 Vic., caps. 67, 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 and 15

Vic., caps. 28 and 94; 15 and 16 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; 21 and 22 Vic., caps. 130 and 131; and 22 and 23 Vic., caps. 2, 88, 113, 124, 126 and 134; or in the several Acts hereinafter mentioned relating to 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, 313, 315, 326, 335, 337, 338, 369, 383 and 402; 10 and 11 Vic., caps. 60, 72, 76, 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., cap. 55; 13 and 14 Vic., caps. 67, 44, 98 and 110; 14 and 15 Vic., caps. 22, 48, 52, 53, 74, 81 and 131; 15 and 16 Vic., caps. 9, 125, 133, 140, 145, 146, 147 and 168; 16 and 17 Vic., caps. 121, 153, 175, 204, 209, 210 and 212; 17 and 18 Vic., caps. 108, 120, 158, 192, 202, 204, 207, 209, 215 and 222; 18 and 19 Vic., cap. 98; 19 and 20 Vic., caps. 126 and 137; 20 and 21 Vic., caps. 8, 24, 54, 96 and 158; 21 and 22 Vic., caps. 90, 139 and 146; and 22 and 23 Vic., caps. 1, 64, 76, 120 and 134; and "The Mersey Docks and Harbour (Works) Act, 1858."

And notice is hereby further given, that on or before the 23rd day of December next, 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 8th day of November, 1859.

John B. Lloyd, Liverpool.

Hastings and St. Leonard's Waterworks.

(Incorporation of Company; construction of Works; supply of Water.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill for better supplying with water the borough and port of Hastings and St. Leonard's on Sea, with the places adjacent thereto respectively within the parishes and places of St. Mary in the Castle, St. Andrew, the Holy Trinity, St. Michael, St. Mary Magdalene in Hastings aforesaid; and in the town and parishes of St. Leonard, Hollington, St. Mary Bulverhithe, and Bexhill, or in some of them, in the county of Sussex, and for that purpose to incorporate a Company and to empower such Company to make and to maintain the several works herein mentioned, or some of them, with all proper conveniences connected therewith, and to effect the objects and purposes herein mentioned, or some of them (that is to say):—

1st.—To incorporate a Company under the name or title of "The Western Waterworks Company of Hastings and St. Leonard's, Sussex;" or under some other name or title. To enlarge, extend, and maintain the works now known as the Eversfield Water Works, and to amalgamate the same with the works herein mentioned, and that No. 67, Eversfield-place, in the parish of St. Mary Magadalen, Hastings, be the principal office of such Company.

2nd.—To increase, improve, maintain, and lead away certain springs, streams, and other tributaries rising, flowing, and passing through a certain place known as the Old Roar Stream, commencing at a spot known as the Upper Old Roar Waterfall (marked A on plan), situate on the estate of George Clement, Esq., and flowing thence in a southerly direction into a series of filtering beds and reservoirs; and to make and maintain the same in a certain field or hollow, known as the Old Roar Gill and Buck's Hole, on land belonging to the said George Clement and Charles Gilbert Eversfield, Esq., or one of them, which stream and works will be in the parishes of Hollington, St. Mary Magdalene, and St. Mary-in-the-Castle, near Hastings, or one of them.

3rd.—To make and maintain by means of cuts, conduits, pipe tracts, and the widening of the existing stream or streams, to take and lead away the water collected or to be collected in the said reservoirs, and in the transit of the same, commencing on the south side of the said reservoirs, and terminating at an intended junction (marked B on plan), situate near the Hole Farm, at the east end of Newgate Wood, on the estate of Charles Gilbert Eversfield, and to collect and lead away all the springs and other tributaries now rising in or flowing into the same stream or streams, and passing over, through, or adjoining the estates of Charles Gilbert Eversfield, Sir Howard Elphinstone, Bart., the Earl Cornwallis, Lady Waldegrave, and the Revd. Henry Foyster, or one of them, situate in the parishes of St. Mary-in-the-Castle, St. Mary Magdalene, and Holy Trinity, and thence by sufficient mains, pipes, and other works, to supply the parishes firstly mentioned with water.

4th.—To make and maintain certain filtering beds and reservoirs, situate and being in Shorndens and Newgate Woods, and to collect and lead away the waters thereof, commencing at a point near the Tivoli Tavern, about 200 yards on the south east side thereof, and adjoining the high road, called the Tivoli Road, and terminating at the said junction near the Hole Farm, at the east end of the said Newgate Wood, and is situate on the estate of Charles Gilbert Eversfield, and in the parishes of St. Leonard's, St. Mary Magdalene, and St. Mary-in-the-Castle, or some of them.

5th.—Also by means of cuttings, conduits, pipe tracts, streams, or otherwise, to lead away and dispose of the Hollington stream, or so much thereof as may be deemed necessary for the purposes of this undertaking, commencing at a spot on the Battle Road, about 350 yards below the Tivoli Toll Gate, together with the springs and other tributaries rising on and flowing through the parishes of Hollington and St. Leonard's into the intended reservoirs, to be made and maintained on or near a farm known as the Grove Farm, in the parish of Hollington. Also for conveying the water thence to a place called Bopeep, and there to erect, make, and maintain a reservoir, engine house, and other buildings on property belonging to the late Musgrave Brisco, Esq., and Charles Gilbert Eversfield, or one of them.

6th.—Also by means of cuttings, conduits, pipe tracts, or otherwise, to lead away the Bulverhithe Stream, or so much thereof as may be required for the purposes of this undertaking, commencing in the parish of Ninfield; also the springs, streams, and tributaries rising and flowing from the parishes of Battle, Ninfield, Catsfield, Crowhurst, Hollington, Bexhill, St. Mary

Bulverhithe, and St. Leonard's, or some of them, to the herein-before-mentioned reservoir at Bopeep. Also to make and maintain a reservoir at or near the point or junction where the road crosses the stream leading from Bexhill to the parish of Crowhurst. Also for making a tank or reservoir at or near a farm called Adams Farm, in the parish of Crowhurst, at or about the spot which divides the estates of George Hoper, Esq., and Thomas Papillon, Esq. Also for making and maintaining a filtering bed and reservoir on or near the Grove Farm, on the estate of Charles Gilbert Eversfield, and thence to the before-mentioned Bopeep reservoir—all which premises are in the parishes above-mentioned, and are situate on the estates of Sir Peregrine Ackland, Thomas Papillon, George Clement, George Hoper, Musgrave Brisco, and Charles Gilbert Eversfield, or some of them.

7th.—Also by means of pipe tracts or otherwise, to convey the water from the Bopeep reservoir to St. Leonard's Green, and there to make and maintain a reservoir; and also at Gensing Wood, and thence by proper and sufficient pipes and mains to supply the parishes firstly herein mentioned with water.

2nd.—To take power to erect and lay down all necessary steam and other engines, distribution and other pipes, dams, sluices, waste gates, stop-cocks, drains, outlets, embankments, cuttings, bridges, tunnels, drains, weirs, sluices, pumps, and other works, machinery, and conveniences for the effectual construction, maintenance and use of the said intended works, and for the distribution of the supply of water within the limits of the said intended Bill.

3rd.—To enable the said Company to take, divert, intercept, impound, and use all or any of the springs and waters intercepted by the lines of the said works or found in the construction thereof.

4th.—To lease or sell the undertaking or works, or to amalgamate the same with any other person, company, or body corporate.

5th.—To raise the necessary capital for making, maintaining, carrying out, and completing the undertaking, not exceeding in the whole £48,000.

6th.—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 for 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.

7th.—To supply water to the inhabitants of the said parishes of St. Mary-in-the-Castle, St. Andrew, the Holy Trinity, St. Michael, and St. Mary Magdalen, in Hastings aforesaid; also in the town and parishes of St. Leonard, Hollington, St. Mary Bulverhithe, and Bexhill, or in all or some of them, for private use, and also for trade, public, and sanitary purposes, shipping or otherwise, as may be required.

8th.—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 road, highways, or footpaths, streets, public places, bridges, canals, towing-paths, railways, tramways, works, sewers, drains, streams, brooks, and watercourses in any of the parishes or places before mentioned, and elsewhere, within the said parishes.

9th.—To levy and recover rates, rents, and charges for 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 extin-

guish existing rights and privileges with respect to rates, and to confer other 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 to be freed from all parochial rates and taxes whatsoever.

10th.—And it is proposed by the said Bill to enable the 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 intended Bill, and to confer on such commissioners, corporations, and other public and local bodies, corresponding contracting powers.

11th.—To incorporate with the Bill, "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act of 1845," and "The Water-works Clauses Act of 1847," or some part or parts of such Acts respectively.

Plans and sections, describing the lines, levels and situations of the said intended reservoirs, conduits, pipes, 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, together with a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited with the Clerk of the Peace for the county of Sussex, at his office at Lewes, and copies of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in, through, or into which the works will pass or be situate, with a copy of this notice as published in the London Gazette, will, on or before the said 30th day of November instant, be deposited, in the case of parishes, with the parish clerk of each such parish at his residence, and in case of any extra-parochial place, then with the parish clerk of some parish adjoining thereto, 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, and in the Parliament Office.

Dated this 1st day of November, 1859.

*Wm. Hull, Shorn Den, Hastings,
Local Agent.*

London and Blackwall Railway.

Enlargement of Works and Station Accommodation; Branches to London and Saint Katharine's Docks; Arrangements with, and Powers to, Great Northern and Midland Railway Companies, and London Dock Company and Saint Katharine's Dock Company, and other Parties; Additional Capital and Borrowing Powers; Debenture Stock; Change of Name; 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 for the following purposes, or some of them, that is to say:—

To enable the London and Blackwall Railway Company, hereinafter called the Company, to widen and enlarge, on its northern side, their railway from Gould-square, in the parish of St. Olave, Hart-street, in the city of London, to the property of the Company about twenty-five yards eastward of the Minories, in the parish of St. Botolph Without, Aldgate, in the said city, and on the southern side to widen and enlarge the railway commencing at or near the Minories afore-

said, in the said parish of St. Botolph Without, Aldgate, and terminating at or near Leman-street, in the parish of St. Mary, Whitechapel, in the county of Middlesex, and to improve the existing station and warehouse accommodation, and to construct and provide enlarged and additional stations for goods, with warehouses, sheds, buildings, yards, sidings, approaches, and other works and conveniences connected therewith, such stations and other works on the southern side of the railway to be situate between the Minories on the west, Sparrow Corner and Royal Mint-street on the south, and Leman-street aforesaid on the east, and to include any lands, buildings, or warehouses now in the occupation of the Company, as well as other property; and on the northern side of the railway to commence at or near the Minories aforesaid, and to be continued through Goodman's-yard to Chamber-street, and thence to Leman-street aforesaid; and to divert and stop up Little Prescott-street, and the footways leading into the same from Royal Mint-street, and to form in lieu thereof a new way or passage between Royal Mint-street and Chamber-street aforesaid, at or near Swallow's-gardens, all in the said parish of St. Mary, Whitechapel, which said widenings and enlargements, improved, enlarged, and additional stations, and other works before-mentioned, and the lands and houses to be taken for the purposes thereof, or under the powers of the Bill, are or will be situated in or pass from, in, through, or into, the several parishes of St. Olave, Hart-street, and St. Botolph Without, Aldgate, in the city of London, and St. Mary, Whitechapel, in the county of Middlesex, some or one of them.

To enable the Company to make and maintain the following branch railways, or one of them, with all proper stations, hoists, lifts, works, approaches, and conveniences, connected therewith, that is to say: a branch railway commencing by a junction with the London and Blackwall Railway at or near Leman-street, in the parish of St. Mary, Whitechapel aforesaid, passing from, in, through, or into the several parishes of St. Mary, Whitechapel, and St. John, of Wapping, or one of them, in the county of Middlesex, and terminating in the London Docks, near the entrance to the same docks from the street called Upper East Smithfield, in the said parish of St. John, of Wapping. And also a branch railway commencing by a junction with the last-mentioned branch railway at or near Holloway-court, in the said parish of St. Mary, Whitechapel, and passing from, through, or into, the several parishes of St. Mary, Whitechapel, St. Botolph Without, Aldgate, and St. John, of Wapping, or some or one of them, and terminating in the St. Katherine's Docks, near the north-eastern part thereof, in the street called Upper East Smithfield, in the parish of St. Botolph Without, Aldgate, in the county of Middlesex.

To authorize the Company to purchase compulsorily the lands and houses required for the several purposes and works before mentioned, or any of them, to be defined upon the plans hereinafter mentioned, and to acquire compulsorily any right or easement in or over the same, and to purchase other lands by agreement, and to levy rates, tolls, and duties, for the use of such railways and works, to alter existing rates, tolls, and duties, to cross, pass along, divert, stop up, or alter, the lines and levels of streets and public passages and places, and to use or appropriate the site of any street, court, or place, stopped up or diverted.

To authorize the Company to raise additional

sums of money by the creation and issue of additional shares or stock, and to authorize the Company to raise a further sum of money by mortgage or on bond, and to convert their existing or any future mortgage or bond debt into a debenture stock, bearing a guaranteed or preferential interest or dividend over all the other stock and shares of the Company, or in lieu of raising money on mortgage or bond, to issue debenture stock bearing a similar interest or dividend, and provision, will be made to regulate the rights of the holders of such debenture stock.

To change the name of the Company to the East London Railway Company, or such other name as may be prescribed by the Bill.

To authorize the Company to enter into agreements with the Great Northern Railway Company and the Midland Railway Company, or either of them, or any other Company or party, for the following purposes, or any of them, that is to say: with respect to the use of the railway of the Company, or the use or occupation of the existing or any future stations, warehouses, sidings, and works, connected therewith, by the Great Northern Railway Company and Midland Railway Company, or either of them, or any other Company or party, or for the lease by any of such Companies or party of any such stations, warehouses, sidings, and works, with respect to the construction, management, working, and maintenance thereof, or of the railway of the Company, or the widening and enlargement of such railway, and with respect to the tolls, rates, and charges, or any fixed rent or contingent sum to be payable to the Company, or the division or apportionment of the tolls and charges, or the levying, fixing, or receipt thereof, or the guarantee of any fixed or contingent sum upon the money to be raised or borrowed, or otherwise to authorize the Great Northern and Midland Railway Companies, or either of them, or any such other Company or party to enter into and carry into effect any such agreement, and to accept any such lease, and to confirm any agreement, already entered into for any of those purposes.

To authorize any agreements or agreement with the London Dock Company and the St. Katherine's Dock Company, or either of them, as to the construction, maintenance, and management of the intended branch railways to those docks, and to authorize such Dock Companies, respectively, to contribute towards the construction of such branch railways, or either of them, or to subscribe or take shares in the additional capital of the Company, or to guarantee any interest on the capital to be expended, or otherwise to promote the construction of such branch railways, or either of them, and to apply their corporate funds for those purposes.

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 respectively.

To alter, amend, and enlarge or repeal some of the powers and provisions of the Acts relating to the Company, the Great Northern and Midland Railway Companies, the London Dock Company, and the St. Katherine's Dock Company respectively (that is to say), the Acts (local and personal), 6 and 7 William 4, cap. 123; 1 Victoria, cap. 133; 2 and 3 Victoria, cap. 95; 4 Victoria, cap. 12; 5 Victoria, cap. 34; 8 and 9 Victoria, cap. 203; 9 and 10 Victoria, cap. 273; 11 and 12 Victoria, caps. 90 and 111; 12 and 13 Victoria, cap. 73; 13 and 14 Victoria, cap. 30; 14 Victoria, caps. 28 and 30; and 18 and 19 Victoria, cap. 90; and any

other Acts relating to the London and Blackwall Railway Company. The Act (local and personal), 9 and 10 Victoria, cap. 71, and the several other Acts relating to the Great Northern Railway Company. The Act (local and personal), 7 and 8 Victoria, cap. 18, and the several other Acts relating to the Midland Railway Company. And the Acts (local and personal), 9 George 4, cap. 116; 16 and 17 Victoria, cap. 106; 19 and 20 Victoria, cap. 1; and 21 and 22 Victoria, cap. 35, relating to the London Dock Company. The Acts (local and personal), 6 George 4, cap. 105; 10 George 4, cap. 1; 11 George 4, cap. 13; 2 and 3 William 4, cap. 49; and 6 and 7 William 4, cap. 31; and any other Acts relating to the Saint Katherine's Dock Company.

On or before the 30th day of November instant, maps, plans, and sections, describing the direction lines, situation, and levels of the intended branch railways, widenings, and enlargements, improved and enlarged stations and works, and the lands, houses, and property which may be taken under the powers of the Bill, with 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 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 Middlesex, at his office, at the Sessions-house, Clerkenwell, and with the Clerk of the Peace for the city of London, at his office, at the Old Bailey, in the said city; 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 in which or through which the before-mentioned intended works will pass or be made, or the lands and houses to be taken are situate, with a copy of this notice, will be deposited as follows: with respect to the parishes within the city of London, with the parish clerk of each such parish, at his residence; with respect to the parishes in the Whitechapel district, with the Clerk of the Whitechapel District Board, at his office, in Great Alie-street, in such district; and with respect to the parish of St. John of Wapping, in the Limehouse district, with the Clerk of the Limehouse District Board, at his office, in White Horse-street, Ratcliffe, in such district.

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 11th day of November, 1859.

Hollingsworth and Tyerman, 24, Gresham-street;

Pearce, Phillips, Winckworth, and Pearce, Gresham-house, Old Broad-street, Solicitors for the Bill.

Epsom and Leatherhead Railway.

(Sale or Lease to London, Brighton, and South Coast and London and South Western Railway Companies; Sale or Lease to the same Companies of portion of the Wimbledon and Dorking Line by the Company; Station arrangements between the three Companies at Epsom; and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to enable the Epsom and Leatherhead Railway Company to lease, or sell and transfer, to the London, Brighton, and South Coast, and London and South Western Railway Companies (hereinafter called the two Companies) or to either of them, the undertaking,

railway property and effects, vested in, or belonging to the Epsom and Leatherhead Railway Company, or which they are authorized to construct, or any part or parts thereof, and either before or after the completion thereof, and all their powers, rights, privileges and authorities, for such consideration, and upon such terms and conditions as may have been, or may be agreed upon, or as may be fixed by or under the provisions of the intended Act, and to authorize the two Companies, or either of them, to make such purchase, and accept such lease or transfer, and to enable the Epsom and Leatherhead Company and the two Companies, or either of them, to enter into and carry into effect, agreements and arrangements, and to confirm existing agreements and arrangements, between the Epsom and Leatherhead Railway Company and the two Companies, or either of them, with reference to all or any of the above objects.

To enable the two Companies, or either of them, to purchase or lease so much of the railway stations, works and conveniences, belonging to the Wimbledon and Dorking Railway Company, in the parish of Epsom, in the county of Surrey, as shall be agreed upon between the two Companies, or either of them, and the Wimbledon and Dorking Railway Company, or the owners for the time being of their undertaking, and to enter into contracts or arrangements with the Wimbledon and Dorking Railway Company, or such owners for that purpose, and to enable such last-mentioned Company, or such owners, to sell or lease such portion of railway, and to carry any such contract or arrangements into effect.

To enable the two Companies and the Wimbledon and Dorking Railway Company, or such owners as aforesaid, to enter into, and carry into effect, contracts, agreements or arrangements, with reference to the ownership, making, maintenance, management, working and use, jointly or otherwise, of their respective stations for the time being at Epsom, and of any buildings, sidings, works and conveniences connected therewith respectively; and the application of the tolls and charges received in or in respect thereof, and with reference to the running over, maintenance, management, working and use, jointly or otherwise, by those Companies, or either of them, of portions of the Epsom and Leatherhead, the Wimbledon and Dorking, and the Croydon and Epsom Railways, or any of them, situate near the respective junctions as respectively authorized by Parliament, of the Epsom and Leatherhead Railway with the Croydon and Epsom Railway, and with the Wimbledon and Dorking Railway at Epsom.

To enable the two Companies and the Wimbledon and Dorking Railway Company, or any or either of them, to apply their corporate funds, and, if necessary, to raise additional money, and to create new shares and stock, either with or without preference or priority in payment of dividend, and to borrow on mortgages, bonds, and annuities and to grant rent-charges for all or any of the purposes aforesaid.

To enable the two Companies between themselves to enter into and carry into effect, agreements and arrangements for the maintenance, working, management, and use of the said Epsom and Leatherhead Railway and works, and such portion of the Wimbledon and Dorking Railway when so purchased or leased, and the supply and maintenance of rolling stock, plant, servants and officers, by both or either of them, and for the appointment of a joint committee for the management thereof, and as to the tolls and charges to be

taken thereon, and the appropriation and division thereof, and the contributions, payments, and allowances to be made by each or either of them to the other of them in respect thereof, and any other matters incident to, or consequent on, any such purchase, lease, working and use.

To empower all or any of the creditors and proprietors of the Epsom and Leatherhead Railway Company, and of the Wimbledon and Dorking Railway Company, to accept, as or in part of the purchase money, rent, or other consideration, for any such purchase or lease, mortgages, bonds, annuities, rent-charges, stock, or shares of the two Companies, jointly or severally, or of either of them.

To provide (if deemed expedient) for the dissolution of the Epsom and Leatherhead Railway Company.

And it is also proposed by the intended Act to amend or repeal, so far as may be necessary, the several local and personal Acts following, or some of them, viz. :—19 and 20 Victoria, chapter 92; 22 Victoria, chapter 3, relating to the Epsom and Leatherhead Railway Company; 5 and 6 William 4, chapter 10; 6 and 7 William 4, chapter 121; 7 William 4, and 1 Victoria, chapter 119, 1 and 2 Victoria, chapter 20; 2 and 3 Victoria, chapter 18; 3 and 4 Victoria, chapter 129; 6 and 7 Victoria, chapters 27 and 62; 7 and 8 Victoria, chapters 67, 91, 92, and 97; 8 and 9 Victoria, chapter 52, 113, 196, 199, and 200; 9 and 10 Victoria, chapters 54, 63, 64, 68, 69, 83, 234, 281, and 283; 10 and 11 Victoria, chapters 167, 244, and 276; 11 and 12 Victoria, chapter 136; 16 and 17 Victoria, chapters 41, 86, 88, 100 and 180; 17 and 18 Victoria, chapters 61, 68 and 210; 18 and 19 Victoria, chapters 114 and 169; 19 and 20 Victoria, chapters 87 and 105; 20 and 21 Victoria, chapters 60, 72, 133 and 143; 21 and 22 Victoria, chapters 57, 84, 101, 104 and 118; 22 Victoria, chapter 3; 22 and 23 Victoria, chapters 69, 81, 98, 112, 125 and 134, relating to the London, Brighton, and South Coast Railway Company; and 4 and 5 William 4th, chapter 88; 1 Victoria, chapter 71; 1 and 2 Victoria, chapter 27; 2 and 3 Victoria, chapter 28; 4 and 5 Victoria, chapters 1 and 39; 7 and 8 Victoria, chapters 5, 63 and 86; 8 and 9 Victoria, chapters 86, 88, 93, 107, 121, 165, 185 and 189; 9 and 10 Victoria, chapters 129, 131, 173, 174, 175, 252, 355, 370 and 391; 10 and 11 Victoria, chapters 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273 and 297; 11 and 12 Victoria, chapters 75, 85, 87, 89, 125 and 157; 51 George 3rd, chapter 196; 12 and 13 Victoria, chapters 33 and 34; 13 and 14 Victoria, chapter 24; 14 and 15 Victoria, chapter 83; 16 and 17 Victoria, chapters 99 and 164; 17 and 18 Victoria, chapters 186 and 208; 18 and 19 Victoria, chapters 177 and 188; 19 and 20 Victoria, chapter 120; 20 and 21 Victoria, chapters 18, 72, 121 and 136; 21 and 22 Victoria, chapters 56, 58, 67, 89 and 101; 22 Victoria, chapter 3; and 22 and 23 Victoria, chapters 31, 44, 81, 95, and 134, relating to the London and South Western Railway Company, and "The Wimbledon and Dorking Railway Act, 1857," and "The Wimbledon and Dorking and Epsom and Leatherhead Railways (Epsom Joint Station) Act, 1859."

And notice is hereby also given, that on or before the 23rd 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 10th day of November, 1859.

Bircham, Dalrymple and Drake, Parliament-street, London;

Faithfull and Son, Brighton;

Solicitors for the intended Act.

Tewkesbury, Upton-upon-Severn, and Malvern Junction Railway.

(Incorporation of Company; power to make a Railway from the parish of Ashchurch, in the county of Gloucester, passing through Tewkesbury and Upton-upon-Severn to Malvern, in the county of Worcester; powers to authorise Working Arrangements with the Birmingham and Gloucester Railway Company, the Midland Railway Company, and the Worcester and Hereford Railway Company; provisions as to Transmission, &c., of Traffic; powers for those Companies, or any of them, to subscribe; powers for Company to Lease; Amendment of Acts, &c.)

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 following, 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 the hamlet or tything of Northway and Newton, in the parish of Ashchurch, in the county of Gloucester, by a junction with the Birmingham and Gloucester Branch of the Midland Railway, at a point about fifty yards or thereabouts from the signal post, on the down line of the said railway, leading from Birmingham towards Gloucester, opposite to the Tewkesbury and Ashchurch station of that line, and to the north of such signal post, and terminating by a junction with the Worcester and Hereford Railway, at a point about thirty yards or thereabouts to the south of the bridge carrying the said Worcester and Hereford Railway, over the public highway called Mill-lane, in the township and parish of Great Malvern aforesaid.

And also a railway diverging from the said first-mentioned intended railway commencing at a point on Malvern Common, in the township and parish of Great Malvern aforesaid, about three hundred and fifty yards to the south of the bridge carrying the Worcester and Hereford Railway over the newly diverted road at the northern extremity of Malvern-common aforesaid, leading from the southern end of Poolend-street, in the township and parish of Great Malvern aforesaid, towards the town of Great Malvern aforesaid, and terminating in a certain piece of garden ground in the township and parish of Great Malvern, in the county of Worcester aforesaid, belonging to and occupied by James Manby Gully, Esquire, bounded on the north by a certain private occupation and carriage road, leading from a public highway called the Priory-road, towards Mill-lane; on the east by garden land belonging to Richard Bright, Esquire; on the west by the said public highway called Priory-road; and on the south by garden ground belonging to Richard John Roberts, Esquire, all in the township and parish of Great Malvern, in the county of Worcester aforesaid; which said railways and works will be made and maintained from, in, through, or into the several parishes, borough, townships, extra-parochial and other places following, or some of them, that is to say—the hamlet or tything of Northway and Newton, in the parish of Ashchurch, the parish of Tewkesbury, the borough of Tewkesbury, the hamlet of the Mythe, in the parish of Tewkesbury, and the parish of Twynning, all in the county of Gloucester, and the parishes of Ripple, Upton-upon-Severn, Welland, Hanley Castle, and Great Malvern, and the township of Great Malvern, all in the said county of Worcester.

And it is also proposed by the said intended

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 turnpike or other roads, highways, footpaths, streets, railways, tramways, canals, aqueducts, streams, rivers, navigations, towing-paths, sewers, drains, pipes, and watercourses, within the before-named parishes, borough, townships, tythings, 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 said intended railways and works, or either of them.

To make lateral deviations from the lines of the said proposed railways and works, or either of them, 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 undertakings, 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, and to enable parties interested in common or other lands, and parties under disability, or any other parties, to sell lands for the purposes of the said intended undertakings, in consideration of a rent charge, or other annual sum, instead of a sum in gross.

To levy tolls, rates, and duties upon or in respect of the use of the said intended railways, and other works, or one of them, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

And it is also proposed by the said intended Act, to enable the said intended Company, the Midland Railway Company, and the Worcester and Hereford Railway Company, 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 two last-mentioned Companies, or either of them, of all or any part of the said intended railways, and the use of the works belonging thereto respectively; the conveyance by the said two last-mentioned Companies or either of them, of the traffic upon or over the said intended 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 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 the said Companies, or either of them, and the said intended Company, of any passenger or other traffic which may be conveyed upon, to, and from the whole or any of the said railways, the collection delivery, and general conduct of such traffic so conveyed as aforesaid; the collection, taking, and levying of the said tolls, rates, duties, and charges; the division between those Companies and either of them, and the said intended Company, of the receipts arising from the said traffic; the use and working by the said intended Company, of all or any part of the railways, stations, works, and conveniences belonging to the aforesaid Companies or either of them, 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 or 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 requiring the said Midland Railway Company, and the said Worcester and Hereford Railway Company, to grant all proper and reasonable facilities for the transmission of, and to transmit upon and along their railways, or any part or parts thereof, all traffic which, having passed over the said intended railways, or any part or parts thereof, may be tendered to them respectively for transmission along their own railways, or any part or parts thereof respectively, for the purpose of being afterwards conveyed on and along the said intended railways, 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 Midland Railway Company and the Worcester and Hereford Railway Company, 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 parts or parts thereof, and to apply any capital or funds now or hereafter belonging to them, or under the control of their directors respectively, or to raise additional capital by the creation of new shares or stock in their undertakings respectively, either with or without preference or priority or guarantee, 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 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 proposed by the said intended 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 Acts of Parliament following, or some of them, relating to the Midland Railway Company (that is to say), local and personal Acts, 7th and 8th Victoria, chapters 18 and 59; 8th and 9th Victoria, chapters 38, 49, 56, 90, and 181; 9th and 10th Victoria, chapters 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10th and 11th Victoria, chapters 122, 135, 150, 191, 214, 215, and 270; 11th and 12th Victoria, chapters 21, 88, and 131; 14th and 15th Victoria, chapters 57, 88, and 113; 16th Victoria, chapter 33; 16th and 17th Victoria, chapter 108; 19th and 20th Victoria, chapter 54; and the 22nd and 23rd Victoria, chapter 130. And also of the several Acts of Parliament following, or some of them, relating to the Worcester and Hereford Railway Company (that is to say), local and personal Acts, the 16th and 17th Victoria, chapter 184; the 21st and 22nd Victoria, chapter 142; and the 22nd and 23rd Victoria, chapter 17.

To incorporate with the said intended Act, "The Lands Clauses Consolidation Act, 1845," "The Railways Clauses Consolidation Act, 1845," and "The Companies Clauses Consolidation Act, 1845," with certain modifications and exceptions."

And notice is hereby further given, that on or before the 30th of November, 1859, duplicate maps, plans, and sections, showing the direction, lines, and levels, of the said intended railways and

works, and the lands and property which may be required to be taken for the purposes thereof, together with a book of reference to such plans, and a copy of this notice, as published in the "London Gazette," will be deposited for public inspection with the Clerk of the Peace for the county of Gloucester, at his office in the city of Gloucester; and with the Clerk of the Peace for the county of Worcester, at his office in the city of Worcester; and with the Clerk of the Peace for the borough of Tewkesbury, at his office in Tewkesbury aforesaid, and that on or before the same day, a copy of so much of the said plans, sections, and books of reference, as relates to each parish or extra-parochial place, in or through which the said railways and works are intended to 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, 1859, printed copies of the said intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated the 9th day of November, 1859.

Holland, Gregory, and Whatley, Malvern and Upton-upon-Severn, Solicitors for the said intended Act.

William Bryden, 4, New Palace-yard, Westminster, Parliamentary Agent.

Railway Clearing House. (Ireland.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act for facilitating proceedings at law and in equity and otherwise, in matters arising out of, or relating to, the Irish Railway Clearing system, and for enabling the committee of Delegates from Irish Railway and other Companies associated, or to be associated, under the Irish Railway Clearing System, principally for the settlement of the accounts of "the receipts for through traffic in which two or more Companies are interested, and of those arising out of the use by a Company of other Companies carrying stock, and to afford facilities for the working of through traffic generally," to sue and be sued in the name of the secretary or other officer of the said committee, and for better and more effectually carrying out the said railway clearing system.

And provision will be made in the intended Act for the admission to, and withdrawal and expulsion from, the said clearing house system of railway, steam packet, canal, and other trading Companies, Corporations, Partnerships, and Public Carriers; for regulating the mode in which delegates from, or representatives of, such Companies, Corporations, Partnerships, and persons shall be chosen and admitted members of the said committee, and for the holding of meetings, voting at such meetings, and the appointment, resignation, or removal of the chairman and other officers of the said committee, and for otherwise regulating the proceedings of the said committee; for confirming the rules, regulations, and bye-laws made or to be made by the said committee, and to confer other powers, rights, and privileges on the committee, and the members and officers thereof; for the custody and disposal of monies received by the said committee, the settlement and adjustment of the accounts of the clearing house, and the balances due to or from the several Companies

and other parties who may be, or shall have been, parties to the clearing house system, and the contributions to be made from time to time by such Companies and parties, the recovery from any such Company or party of any balances or sums, with or without interest, due to any other Company or party, or on account of the clearing house, and for indemnifying the said committee and their officers against all actions, costs, damages, and expenses.

And it is also intended by the said Act to provide for the reference and submission by any Companies or other persons who may be parties to the clearing house system of any matter in dispute between such Companies and parties to and for the decision and award of the said committee or any one or more of the members of such committee, to be chosen by, and out of, the said committee, or to any arbitrators and umpire, to be nominated by the said committee or such members of such committee.

And it is intended by the said Act to vary or extinguish all existing rights and privileges which may in any manner impede or interfere with the aforesaid purposes, and to make all provisions incidental or accessory to the purposes aforesaid, or any of them, or which may be thought expedient in carrying out the objects of the Act.

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 7th day of November, 1859.

Barrington, Son, and Jeffers, Solicitors for the Bill, 10, Ely-place, Dublin.

Glossop and Marple Bridge Turnpike Trust. (Continuation of Trust; Further Term: Repeal or Amendment of Act.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to alter, amend, extend, and enlarge, the powers and provisions of the local and personal Act of 5th George 4, chapter 35, intituled, "An Act for amending and improving the road from Glossop to Marple Bridge, in the county of Derby, and the several branches of roads leading to and from the same;" and to continue and extend the term granted by the said Act, or any further term granted by any subsequent Act, in extension of the original term, or to repeal the said Act, and to make further provision and create a further term, with reference to the said road and branches of roads, or some part or parts thereof. And power will be taken in the said Bill, to continue or alter the tolls, rates, and duties, authorised by the said Act to be taken on the said road or branches of roads, to levy new tolls, rates, or duties thereon, or on some part or parts thereof, and to confer, vary, or extinguish, exemptions from the payment of such tolls, rates, or duties, to vary the application of the tolls, rates, or duties, to extinguish, pay off, compound, and make other arrangements with reference to the mortgages, debts, and other charges, on the said road and branches of roads, and tolls, and the interest thereon, to vary and extinguish some of the rights, privileges, and remedies, of the mortgagees, and other creditors therein, 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 23rd day of December next.

Dated this 9th day of November, 1859.

M. J. Ellison, Clerk to the Trustees of the said Turnpike Trust.

[In Parliament, Session 1860.]

Wharfedale Railway.

(Incorporation of Company for making Railways from Leeds and Bradford Railway, near Shipley, to Ilkley and Otley—Power to use part of Leeds and Bradford Railway—Arrangements with Midland 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:—

To make and maintain in the West Riding of Yorkshire, the railways hereinafter described, with all necessary works, stations, approaches and conveniences connected therewith respectively.

1. A railway to commence by a junction with the Leeds and Bradford line of the Midland Railway, at or near a point about five furlongs south-west of the Thackley Tunnel, in the township of Idle, in the parish of Calverley, and to pass thence, through, or into the following parishes and places, or some of them, that is to say, Shipley, Windhill, Idle, Thackley, Calverley, Charlestown, Baildon, Lower Baildon, Esholt, Upper Esholt, Hawksworth, Yeadon, Guiseley, Menston, Otley, Burley-Woodhead, Burley, Burley-in-Wharfedale, Denton, Cawood-Wistow, and Otley, Wheatley, and Ilkley, all in the said West Riding, and to terminate in the said parish of Ilkley, at the east side of the turnpike road called the Skipton and Otley Turnpike road, leading from Ilkley to Otley, at the junction of Little-lane with the said turnpike road, and on the eastern side of the town of Ilkley aforesaid.
2. A railway to commence by a junction with the said intended railway number 1, at or near a place called Foolscar, in Menston-lane, in the township of Burley, in the parish of Otley, and to pass thence, through, or into the following parishes and places, or some of them, that is to say, Burley, Burley-in-Wharfedale, Burley-Woodhead, Menston, Otley, and Cawood-Wistow, and Otley, in the said West Riding, and to terminate in the township of Burley, at or near a point where Eastfield-lane crosses Mickle Ing Beck.
3. A railway to commence at or near a point in the township of Burley, where Eastfield-lane crosses Mickle Ing Beck, and to terminate in the township and parish of Otley, at or near a garden or plot of land belonging to the Churchwardens and Overseers of the Poor of Otley aforesaid, in the occupation of Edward Mawson, and commonly called "The Poor Folks Garden," and which said garden is situate between a lane, called Boroughs-lane, and a street or road called Westgate, both in the same township and parish.
4. A railway to commence by a junction with the said intended railway number 1, at or near a place called Lane-top, in Moor-lane, in the township of Burley aforesaid, and to terminate by a junction with the said intended railway number 3, at or near a point where East Field-lane crosses Mickle Ing Beck, in the township of Burley, and which said last-mentioned railway will be situate wholly in the said township of Burley.

The Bill will incorporate a Company for the foregoing objects, and it will give to the same Company power to purchase lands, houses, and other property compulsorily, for the purposes of

No. 22328.

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the said intended railways, 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."

The Bill will enable the Company or any other Companies or persons authorized by them to use with their engines and carriages so much of the Leeds and Bradford line of the Midland Railway as will lie between the point of junction therewith of the proposed line of railway number 1, and the Shipley and Bradford stations of the Leeds and Bradford Railway to the south-west, and the point of junction aforesaid and the Apperley Bridge Station of the said Leeds and Bradford Railway to the east; also to use those stations and any stations, watering places, and approaches, on or connected with the before-mentioned portions of railway, such powers as aforesaid to be exercised upon the terms and conditions to be stated in the Bill, and upon the payment of such tolls and charges as the Bill may prescribe or as may be settled by arbitration; and the Bill will enable the Company and the Midland Railway Company to enter into agreements touching the matters aforesaid.

The Bill will also enable the Company and the Midland Railway Company to enter into arrangements for the working, maintenance, and use by the last-mentioned Company of the intended railways or any part or parts thereof respectively, upon such terms or on such annual or half yearly payments or otherwise as the said Companies may mutually agree upon, and for the receipt and apportionment of the tolls, charges, and revenue arising therefrom, and for the appointment of joint committees; and the Bill will, so far as may be necessary for the purposes thereof, amend and enlarge the powers and provisions of the 7 and 8 Victoria, chapter 18, and of the several other Acts relating to the Midland Railway Company; and of the 7 and 8 of Victoria, chapter 59, and of the 14 and 15 Victoria, chapter 88, and of any other Acts relating to the Leeds and Bradford Railway.

The Bill will also vary and extinguish all such existing rights and privileges as may be necessary in carrying into execution any of the purposes of the Bill, and it will confer other rights and privileges.

Duplicate plans and sections, describing the line, situation, and levels, of the proposed new lines 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 and lessees or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; also, a published map with the lines of railway delineated thereon, so as to show their 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 said West Riding, at his office, at Wakefield; and on or before the same day, a copy of so much of the said plans, sections, and book of reference as relates to each 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 9th day of November, 1859.

Baxter, Rose, and Norton, 6, Victoria-street, Westminster.
James Wood, Hall Ings, Bradford. } Solicitors.

In Parliament.—Session 1860.

East Somerset Railway.

(Abandonment of Extension ; New Line to Wells ; Increase of Capital ; Preference Shares ; Working Agreement with Great Western Railway Company ; Amendment of Acts.)

THE East Somerset Railway Company, hereinafter referred to as the Company, intend to apply to Parliament, in the next session, for leave to bring in a Bill for the following, or some of the following, among other purposes:—

1. To amend and enlarge some of the powers and provisions of the Acts relating to the Company, viz., "The East Somerset Railway Act, 1856," and "The East Somerset Railway (Extension to Wells) Act, 1857," and to repeal the 15th clause of the last mentioned Act, and to make other provision instead thereof.

2. To abandon the construction of the Extension to Wells authorised by the "East Somerset Railway (Extension to Wells) Act, 1857," and instead thereof to make and maintain a new or substituted line of railway, with all necessary works, stations, approaches, and conveniences connected therewith, to be wholly situate in the said county of Somerset, and to commence by a junction with the East Somerset Railway at the present termination thereof, in the parish of Shepton Mallet, to pass thence through or into the following parishes and places, or some of them (that is to say), the parish of Shepton Mallet, Pilton, Croscombe, Dinder, and North Wootton, the tythings of Warminster (Saint Cuthbert), of Dulcot (Saint Cuthbert), the liberty of Saint Andrew, in the city of Wells, the out-parish of Saint Cuthbert, Wells, the in-parish of Saint Cuthbert, Wells, and the City of Wells, all in the county of Somerset, and to terminate by a junction with the Somerset Central Railway, at the termination of that railway, in the in-parish of Saint Cuthbert, Wells.

3. To authorise the purchase of lands, houses, and other property, compulsorily, for the purposes of the said new or substituted line of railway, and, so far as may be necessary, to revive the compulsory powers of purchase given by the said Act of 1857.

4. To levy tolls, rates, and charges, in respect of the said new or substituted line of railway.

5. To empower the Company to accept surrenders of any shares in their undertaking, and to cancel and extinguish any shares so surrendered, and also any forfeited shares, and to issue other shares instead thereof.

6. To enable the Company to raise further sums of money by shares and by borrowing, and to attach to any of the shares to be hereafter issued by the Company a preference or priority of dividend, and other advantages.

7. To enable the Company and the Great Western Railway Company, to enter into mutual arrangements or agreements with respect to the working, management, maintenance, and use of the whole or any of the railways of the Company upon payment of such amount half yearly, or other sums, and the apportionment of the tolls,

rates, and charges, and such other terms as may be agreed upon, and to confirm agreements already made between the said Companies for any of the purposes aforesaid, and to amend and enlarge the powers of the Act 5 and 6 Wm. 4, cap. 107, and of the several other Acts relating to the Great Western Railway Company.

8. To incorporate with the Bill all or some of the provisions of "The Lands Clauses Consolidation Act, 1845," and of "The Railways Clauses Consolidation Act, 1845," and to vary and extinguish all existing rights and privileges which may interfere with any of the objects of the Bill.

Duplicate plans and sections describing the line and levels of the said new or substituted line of railway, and the lands, houses, and other property, in or through which it will be made, together with a book of reference to the 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, 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 as published in the London Gazette, will, on or before the 30th day of this instant, November, be deposited for public inspection at the office of the Clerk of the Peace for the said county of Somerset, at Wells; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish, and a copy of this notice, will be deposited for public inspection with the parish clerk of each parish, at his place of abode; and in the case of any extra-parochial place will be deposited with the parish clerk of some parish immediately adjoining such extra-parochial place.

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 9th day of November, 1859.

Baxter, Rose, and Norton, 6, Victoria-street, Westminster.

Phipps and Mackay, Shepton Mallett.

In Parliament, Session 1860.

Medway Valley Waterworks.

(Incorporation of Company for supplying Maidstone, Rochester, Chatham, and other places in Kent, with Water, with power to purchase, by agreement, any existing Works.)

NOTICE is hereby given, that it is intended to apply to Parliament, in the ensuing session thereof, for leave to bring in a Bill to incorporate a Company for the purpose of supplying with Water the parishes and places of Maidstone, Rochester, St. Margaret's, St. Nicholas, and the precincts of the Cathedral, Rochester, Chatham, Brompton, and Gillingham, and the neighbourhood thereof, in the county of Kent, or some of these parishes and places, or some part or parts thereof respectively; and the said Bill will confer upon the Company the following, or some of the following, among other powers:—

1. To take, use, and appropriate, for the purposes of their undertaking, the waters of the following springs or streams, all in the county of Kent, namely, of Hoborough Spring, and of Snodland Brook, and of Snodland Mill Stream, situate in the parish of Snodland, of Tottington Spring, of the Springhead upon Springhead Farm,

and of the Cussington Spring—the last three streams being upon the estate of Edward Ladd Betts, Esquire, and situate in the parishes of Aylesford and Burham, or in one of those parishes; and also of such further springs and streams as may be found in, upon, or under the lands to be acquired by the Company for the purposes of their undertaking.

The waters of the before-mentioned springs, brook and streams, so proposed to be diverted, now flow directly into the River Medway.

2. To construct and maintain the following works, all of which will be situate in the county of Kent:—

(1.) A cut or conduit, to be wholly situate in the said parish of Snodland, to connect the said Hoborough Spring with the Snodland Stream; such cut or conduit to commence at Hoborough Mill, and to terminate at Snodland Mill Stream, about nine chains southward of Snodland Mill.

(2.) A cut or conduit, to be wholly situate in the said parish of Snodland, to commence at the said other cut or conduit, at a point about twenty chains northward of Snodland Mill, and to terminate at or near the River Medway, in an arable field commonly called Church Field, belonging to William Poynder, Esquire, and occupied by William Peters; and thence to lay down and maintain a main or aqueduct under the said River Medway, to communicate with a pumping station to be erected by the Company in the parish of Burham, in a field called or known as Lower Millbays, belonging to the Right Honourable the Earl of Aylesford, and in the occupation of Thomas Abbott, near to the limeworks of Messrs. Lee and Smith.

(3.) A reservoir and pumping station, in and upon a field commonly called Green Gate Field, in the parish of Aylesford, belonging to Edward Ladd Betts, Esquire, adjoining to and to the westward of the turnpike road from Maidstone to Rochester, and close to where the road (known as the old Pilgrim Road) from Burham and Kewland joins such turnpike road; and thence to drive adits and sink wells and shafts, for the purpose of impounding and diverting into the said works the waters of the said Tottington Spring, Springhead, and Cussington Spring.

(4.) Two aqueducts or mains, both commencing in the said parish of Aylesford, at the said reservoir, one passing through the following parishes and places, or some of them, that is to say, Aylesford, Burham, Boxley, and Maidstone, and terminating at or near the gate leading to the public entrance to the Sessions House in the town and parish of Maidstone, at the junction of Weekstreet and Sandling-road; and the other aqueduct or main passing through or into the following parishes and places, or some of them, that is to say, Aylesford, Burham, Wouldham, Saint Margaret's, Rochester, and Rochester, and terminating in the said parish of Saint Margaret's, in Saint Margaret street, near Roebuck-lane, and opposite Saint Margaret's Church; and which said last-mentioned main or aqueduct will communicate in the said parish of Burham with the pumping-station to be erected in that parish.

3. Also to construct and maintain, in the before-mentioned parishes and places, or some of them,

all necessary steam and other engines, culverts, drains, branch and service pipes, adits, sluices, approaches, and other works, for the effectual construction and maintenance of the waterworks, and for any of the other purposes of the Bill.

4. To purchase by compulsion and by agreement, and to take on lease lands, houses, springs, streams, and rights of water, and other property, for the purposes of the undertaking, and to take easements over lands, houses, and other property, and to alter, vary, and extinguish all or any rights or privileges which might in any manner interfere with the objects of the Bill, and to confer other rights and privileges.

5. To lay down and maintain the works in, under, and upon any streets, roads, bridges, navigation, or other public passages and places in any of the parishes or places aforesaid.

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

7. To levy rates and charges in respect of the supply of water, and in respect of the hire of meters.

8. To agree with the Commissioners of Pavements of the town and parish of Maidstone, and with any other owners of any existing springs, reservoirs, pipes, or other works within the limits of the Bill, for the purchase of such springs reservoirs, pipes, and works, or any part or parts thereof respectively, and of all rights, interests, or property therein or connected therewith, and to enable the said Commissioners, or any such owners as aforesaid, to make, and enter into, and fulfil, any such agreement with the Company; and, if necessary, the Bill will amend the 59th of George III., cap. 16, and any other Act or Acts relating to the said Commissioners.

9. 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 Waterworks Clauses Act, 1847."

Duplicate plans and sections, showing the line or situation and levels of the intended works, and the lands in or through which the same will be made, and the springs and streams intended to be taken and diverted, with a book of reference to the plans, containing the names of the owners and lessees, or reputed owners or lessees, and of the occupiers of the lands, houses, and other property 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; and on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the said intended works will be made, or be situate, 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, 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 9th day of November, 1859.

Baxter, Rose, and Norton,
6, Victoria-street, Westminster.

In Parliament, Session 1860.

North Kent Waterworks.

(Incorporation of Company for supplying Dartford, Crayford, Plumstead, Eltham, and other places in Kent with Water.)

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, for the purpose of supplying with water the parishes and places of Dartford, Crayford, Bexley, Wickham, otherwise East Wickham, Erith, Plumstead, Woolwich, Charlton, Eltham, Chislehurst, Bromley, and Beckenham, and the neighbourhood thereof, in the county of Kent, or some of those parishes and places, or some part or parts thereof respectively; and the Bill will confer upon the Company the following, or some of the following, among other powers:—

To take, use, divert, and impound the waters of the River Cray, and of a tributary stream thereto, called the Middle River, and of a certain other stream, forming in part the boundary between the parishes of Dartford and Crayford, and running eastward of and close to the said Middle River, which said waters now flow into Crayford Creek, and thence derivatively into Dartford Creek, and so into the River Thames.

Also to take and use any other waters which may be found in or under any of the lands to be purchased by the Company, under the powers of the Bill.

To construct and maintain the following works in the county of Kent:—

1. To sink wells and shafts, and to construct a steam engine and other works in the parish of Crayford, in a certain field called Maiden Brooks, belonging to the trustees of the late George Teer, and occupied by Thomas and Benjamin Miles, and thence to drive a lateral drift or adit to the said rivers and spring, for the purpose of catching and impounding the waters thereof.

2. A cut or conduit from the said rivers and spring to the said works, to be situated also in the said parish of Crayford.

3. A main pipe or aqueduct, commencing at the said works, in the said parish of Crayford, passing thence through or into the parishes and places of Crayford, Bexley, Wickham, otherwise East Wickham, and Plumstead, or some of them, and terminating at the Upper Reservoir in the said parish of Plumstead, next hereinafter described.

4. An upper and a lower reservoir, with all necessary works and conveniences, in a field in the said parish of Plumstead, forming part of Clay Farm, and belonging to the Reverend Thomas James Dallin, and occupied by Anthony Strother such field being situate on the north side of Shooter's-hill, and adjoining Shrewsbury-lane.

5. A short main pipe or aqueduct, to be wholly situate in the parish of Dartford, and to commence from and out of the before-mentioned main or aqueduct, at or near where the footpath from Barns Cray joins the turnpike road from Crayford to Dartford, and to pass towards Dartford for about four chains along the said turnpike road.

To construct all such embankments, conduits, culverts, cuts, drains, sluices, engines, and other works, in the several parishes and places aforesaid, as may be necessary for carrying into execution the objects and purposes of the Bill.

To lay down and maintain pipes in, over, and under streets, roads, lanes, bridges, and other public passages and places, and to purchase by compulsion and agreement, and to take on lease, any lands, houses, springs, streams, waters, and

other hereditaments, and to take grants of easements over any lands, houses, and other property.

To levy rates or rents for the proposed supply of water, and for the hire of meters, and to enable the Company and the Company of Proprietors of the Kent Water Works to contract and agree for the supply, by the Company, of water in bulk to the said Company of Proprietors; and for this purpose the Bill will amend the powers and provisions of the 49 Geo. III., cap. 189, and of any other Act or Acts relating to the said Company of Proprietors; and the Bill will also enable the Company to supply any other Company or public body with water in bulk, and will enable any such Company or public body to enter into and fulfil agreements with the Company for such supply.

It is intended 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 Water Works Clauses Act, 1847."

Plans and sections, describing the lines, levels, and situations of the said intended reservoirs and other works, and the lands and streams proposed to be taken for the purposes of the Bill, 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, 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, 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 (excepting Plumstead), and 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 the said parish of Plumstead, will be deposited with the clerk of the Plumstead District Board, at his office at Charlton.

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 9th day of November, 1859.

Baxter, Rose, and Norton, 6, Victoria-street, Westminster.

West Somerset Railway.

(Extension of Time; Level Crossing; Extension at Watchet; Preference Shares; Amendment of Act.)

THE West Somerset Railway Company (hereinafter referred to as the Company) intend to apply to Parliament, next session, for leave to bring in a Bill for the following, or some of the following, among other, purposes:—

1. To amend and enlarge some of the powers and provisions of the "West Somerset Railway Act, 1857," and to extend the time granted by such Act for the completion of the railway thereby authorized.

2. To alter the mode authorized by that Act of crossing a public road, in the parish of Saint Decumans, in the county of Somerset, numbered 6 on the deposited plans referred to in the Act, and to sanction the crossing of such road on the level, instead of carrying the road over the railway.

3. To enable the Company to extend their railway in the town of Watchet, in the said parish

of Saint Decumans, such extension to commence at the present authorized termination of the railway, and to terminate at the public road leading from Watchet to Donniford, at or near a house in the occupation of Elizabeth James, and to empower the Company to construct and maintain all necessary works, stations, and conveniences, in connexion with the said extension.

4. To authorise the Company to purchase (and, if necessary, by compulsion) lands, houses, and other property, for the purposes of the said extension.

5. To enable the Company to cancel and extinguish any forfeited shares, and to issue other shares instead thereof, and to attach to any of the shares to be hereafter issued by the Company, a preference or priority of dividend, or other advantages.

6. To confirm the agreement already made, or about to be made, between the Company and the Bristol and Exeter Railway Company, for the working of the West Somerset Railway by the latter Company, and to amend the Act 6 Wm. IV., cap. 36, and the several other Acts relating to the Bristol and Exeter Railway Company.

7. To incorporate with the Bill such of the clauses of the "Lands Clauses Consolidation Act, 1845," as may be needful, and to vary and extinguish any existing rights and privileges connected with the before-mentioned lands, houses, and other property, and also all such other rights and privileges as may be necessary for any of the purposes of the Bill.

Duplicate plans and sections, describing the alterations in the before-mentioned road, to be crossed on the level, and the line and levels of the intended extension, a book of reference to the plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of the property to be taken, and a copy of this notice, will, on or before the 30th day of this instant November, be deposited for public inspection at the office of the Clerk of the Peace for the said county of Somerset at Wells; and, on or before the same day, a copy of the said plans, sections, and book of reference, will be deposited with the parish clerk of Saint Decumans, 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 12th day of November, 1859.

Baxter, Rose, and Norton, 6, Victoria-street, Westminster;

Beadons and Sweet, Taunton;
Solicitors for the Bill.

East Norfolk Railways.

(Incorporation of Company; Construction of Railways from the Norfolk Railway to North Walsham, and to Aylsham and Cromer; Working Arrangements with and Subscription by Eastern Counties, Eastern Union, and Norfolk Railway Companies; power to use part of Norfolk Railway; Amendment of Acts, and other purposes).

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

1.—To make and maintain the railways and works hereinafter mentioned, or some of them,

with all necessary stations, approaches, and conveniences connected therewith, that is to say:—

A railway commencing by a junction with the main line of the Norfolk Railway, in the parish of Thorpe Saint Andrew, at a point at or near a level occupation crossing between the 127 and 127½ mile posts on the said main line, measured from London, and passing through or into the following parishes and places, or some of them, that is to say:—Thorpe Saint Andrew, Great Plumstead, Little Plumstead, Rackheath, Salhouse, Wroxham, Belaugh, Hoveton Saint John, Hoveton Saint Peter, Ashmanhaugh, Tunstead, Sco' Ruston, Sloley, Westwick, Worstead, and North Walsham, and terminating in a field known as the Further Pightle, belonging to Rachel Docking, and in the occupation of John Freeman, situate in the last-mentioned parish.

A railway commencing by a junction with the firstly hereinbefore described intended railway, in a field known as the Ten Acres, belonging to Sir Henry Josias Stracey, Bart., and in his occupation, in the said parish of Rackheath, passing through or into the parishes and places following, or some of them, namely, Rackheath, Crostwick, Salhouse, Wroxham, Horstead, otherwise Horstead-cum-Stanninghall, Coltishall, Great Hautbois, Little Hautbois, Frettenham, Buxton, Brampton, Oxnead, Burgh, Aylsham, Banningham, Ingworth, Erpingham, Coleby, Gunton, Alby, Thwaite, Hanworth, Roughton, Metton, Felbrigg, and Cromer, and terminating in the said last-mentioned parish, in a field known as the Brick-kiln Piece, belonging to Benjamin Bond Cabbell, Esquire, and in the occupation of Henry Sandford.

The said intended railways and works will be wholly situate in the county of Norfolk.

2.—To incorporate a Company (hereinafter called the Company), for the foregoing objects, and to give to such Company power to purchase lands, houses, and other property compulsorily; to levy tolls, rates, and duties in respect thereof; to alter existing tolls, rates, and duties; to confer, vary, or extinguish exemptions from the payment of tolls and duties; and to confer, vary, or extinguish other rights and privileges.

3.—To incorporate in the said Bill all or some of the provisions of "The Company's Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and the Railways Clauses Consolidation Act, 1845."

4.—To cross, alter, divert, or stop up, either temporarily or permanently, all such turnpike and other roads, bridges, streams, canals, navigations, railways, and tramroads as may be necessary or expedient for the purpose of the said intended railways and works, and to deviate in the construction of the said railways and works from the line and levels thereof, as shewn on the plans hereinafter mentioned, to the extent which shall be defined on the same, or may be authorized by the proposed Act.

5.—To empower the Company, and all other Companies and persons using their railways, to pass over and use with their own engines and carriages so much of the Norfolk Railway as lies between the hereinbefore described point of junction therewith of the firstly hereinbefore described intended railway, and the Thorpe Station of the said Norfolk Railway at Norwich, together with the said station, and the watering places, water sidings, platforms, booking and other offices, works, warehouses, buildings, conveniences, and accommodations upon the said portion of railway or connected therewith; and the said intended Act will also make provision for fixing and determining, either by agreement, arbitration, or

otherwise, the amount of rate, toll, or charge, which shall be paid by the Company, for the use by them of the before-mentioned portion of railway, station, works, and conveniences, or any of them, and also, if need be, for altering and limiting the tolls, rates, and charges now authorised to be levied and demanded by the Norfolk Railway Company for the use of the said portion of railway, station, works, and conveniences, or any of them.

6.—To enable the Eastern Counties Railway Company, the Eastern Union Railway Company, and the Norfolk Railway Company respectively, to contribute funds for or towards the construction, maintenance, and use of the said intended railways and works, or either of them, and to hold shares in the capital of the Company, and to apply their corporate funds for all or any of the purposes aforesaid, and also to enable the Company and the Eastern Counties Railway Company, the Eastern Union Railway Company, and the Norfolk Railway Company, or some or one of them, to enter into arrangements for the working, maintenance, and use by the Eastern Counties Railway Company, the Eastern Union Railway Company, or the Norfolk Railway Company, or some or one of them, of the intended railways and works, or any part or parts thereof, upon payment of such annual or other sums, and upon such terms as may be agreed upon, and the said Bill will contain provisions for the receipt and apportionment of the tolls, charges, and revenues arising therefrom, and for the appointment of joint committees of the Company, and of the said Eastern Counties Railway Company, the Eastern Union Railway Company, and Norfolk Railway Company, or some or one of them, and the delegation of powers to such Committees, and all such other provisions accessory or incidental to the several objects aforesaid, as may be necessary or expedient.

7.—To amend, enlarge, or repeal all or any of the powers and provisions of the Act of 6th and 7th William 4th, cap. 106, and all other Acts relating to the Eastern Counties Railway Company; of the Acts of 7th and 8th Vic., cap. 85; the 8th and 9th Vic., cap. 97; and the 11th Vic., cap. 174, and all other Acts relating to the Eastern Union Railway Company; and of the Acts of the 5th and 6th Vic., cap. 82; 7th and 8th Vic., cap. 15; and 8th and 9th Vic., cap. 41, and all other Acts relating to the Norfolk Railway Company.

And notice is hereby further given, that duplicate plans and sections describing the line, situation, and levels of the said intended railways and works, and the lands and houses through which the same will respectively 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 houses, and also a copy of this notice, as published in the London Gazette, will, on or before the thirtieth day of November instant, be deposited with the Clerk of the Peace for the county of Norfolk, at his office, at Aylsham, in the said county; and that a copy of so much of the said plans, sections, and book of reference, as relates to each parish in or through which the proposed railways and works are intended to be made, with a copy of this notice, as published in the London Gazette, will, on or before the said thirtieth day of November instant, be deposited with the parish clerk of each such parish, at his residence; and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto.

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 fourteenth day of November, 1859.

Baxter, Rose, and Norton, 6, Victoria-street, Westminster.

John Oddin Taylor, Norwich.

Southall New Cattle Market.

(Establishment of new and abolition of existing Market—Arrangements with Great Western and Great Western and Brentford Railway Companies.)

NOTICE is hereby given, that it is intended to apply to Parliament in the next session for leave to bring in a Bill to establish a New Cattle Market at Southall, in Middlesex, and for that purpose to confer upon a Company, to be incorporated by the Bill, or under the 19th and 20th Victoria, cap. 47, the following, or some of the following, among other powers:—

To establish and maintain a market for the sale of horses, cattle, and other animals, upon a triangular piece of land, situate in the extra-parochial place or precinct of Norwood and parish of Hayes, or in one or both of them, bounded on the one side by the turnpike-road leading from London to Uxbridge, on another side by the Great Western Railway, and on the remaining side by Southall-park; and to purchase, and if need be by compulsion, the before-mentioned land or some part or parts thereof.

To construct and maintain, in connection with the said market, slaughter-houses, lairs, pens, sheds, and other buildings, works, approaches, and conveniences; and, with consent, to connect the market, by sidings and other works, with the Great Western Railway, and the Great Western and Brentford Railway, and for these and the general purposes of the market, to purchase by compulsion and agreement, the gravel pits and land lying opposite the proposed site, for the market, and abutting upon the north side of the said turnpike road; land lying between the Great Western Railway and the Great Western and Brentford Railway; also, land situate to the south of and adjacent to the last-mentioned railway. The whole of the land to be acquired by the Company is situate in Norwood and Hayes aforesaid.

To purchase by agreement, or to take on lease such other land in the vicinity of the market as may be required by the Company for the purposes of their undertaking.

To levy tolls, rates, and charges in respect of the market and the works and other accommodations connected therewith.

On the opening of the new market to abolish the market now held at Southall, and the tolls thereof, and to prevent the holding within the limits of the Bill of any cattle market other than that to be established by the Bill, and also to impose restrictions upon the slaughtering of cattle within such limits.

To extinguish the rights and privileges of the present owner or owners, and his or their lessees, and of all other persons in the said existing market, or the tolls and revenue arising therefrom, and to provide for such compensation to the said owner or owners, and other persons, as may be agreed upon, or as may be settled by arbitration, or as may be defined by the Bill.

To incorporate with the Bill the provisions, or some of the provisions, of "The Companies Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" and "The Markets and Fairs Clauses Act, 1847."

To enable the Company on the one hand, and

the Great Western Railway Company, and the Great Western and Brentford Railway Company, or either of those companies, on the other hand, from time to time to make and enter into, and fulfil contracts and agreements for, and with respect to, the construction, maintenance, and use of any of the works to be constructed under the powers of the Bill in connection with or affecting the railway of any such contracting Company, and also for and with respect to the conveyance of traffic to and from the market, and the collection, division, and apportionment of the revenue arising from such traffic; and the Bill will, so far as may be necessary for any of the purposes thereof, amend and enlarge the powers and provisions of the 5th and 6th Will. IV., cap. 107, and of the several other acts relating to the Great Western Railway Company; also of the 18th and 19th Vic., cap. 191, and the 22nd Vic., cap. 13, relating to the Great Western and Brentford Railway Company, and of "The Metropolitan Market Act, 1857."

The Bill will confer upon the Company other rights and privileges, and it will vary and extinguish all existing rights and privileges, which might in anywise interfere with any of the objects of the Bill.

Duplicate plans showing the lands and other property in respect of which compulsory powers of purchase are to be sought, with a book of reference to the plans containing the names of the owners and lessees, or reputed owners and lessees, and of the 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 at the office of the clerk of the peace for the county of Middlesex, at the Sessions House, Clerkenwell; and on or before the same day a copy of the said plans, book of reference, and notice will be deposited with the respective parish clerks of Norwood and Hayes, 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 14th day of November, 1859.

In Parliament: Session, 1860.

Hammersmith Railway.

(Construction of Railway to connect North and South Western Junction, and West London Railways. Working Arrangements with other Companies.)

NOTICE is hereby given, that 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 upon them the following, or some of the following, among other powers:—

To make and maintain a railway, with all proper stations, approaches, conveniences, and works connected therewith, to commence in the parish of Chiswick, by a junction with the Hammersmith branch of the North and South Western Junction Railway, at or near where the said branch crosses a public road on the level (such level crossing being twenty chains and twenty links, or thereabouts, from the termination of the rails at the Hammersmith Station of the said Branch Railway as measured along such rails), to pass thence through or into the parishes of Chiswick, Hammersmith, and St. Mary Abbott, Kensington, all in the county of Middlesex, and to terminate in the said parishes of St. Mary Abbott, Kensington, and Hammersmith, or in one

of those parishes, by a junction with the West London Railway, at a point north of, and about five chains distant from, the bridge carrying the Kensington and Hammersmith road over the said West London Railway.

To purchase lands and houses compulsorily for the purposes of the intended railway and works, and to levy tolls, rates, and charges for the use of the same, and to vary and extinguish all rights and privileges which may interfere with the construction, maintenance, or use of the said railway and works, or the attainment of any of the objects of the Bill.

To incorporate with the Bill the provisions, 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 also enable the Company on the one hand, and the London and North Western, the Great Western, and the North and South Western Junction Railway Companies, or any or either of those Companies on the other hand, from time to time, to make and enter into and to fulfil contracts and agreements for and with respect to the working, management, maintenance, and use by those Companies, or any or either of them, of the intended railway, and also for and with respect to the receipt and apportionment of the tolls, charges, and revenue arising therefrom.

And the Bill will make provision for the affording by the Company or Companies who may from time to time be respectively using or working the said North and South Western Junction Railway, or the said West London Railway, of all reasonable facilities for the reception, accommodation, and conveyance of traffic intended for the said intended railway, or arriving therefrom at either of the said other railways.

So far as may be necessary for any of the purposes thereof, the Bill will alter, amend, and enlarge the powers and provisions of the 9th and 10th Victoria, cap. 204, and the several other Acts relating to the London and North-Western Railway Company; the 5th and 6th William IV., cap. 107, and the several other Acts relating to the Great Western Railway Company; the 17th and 18th Victoria, cap. 141, relating to the North and South Western Junction Railway Company; also the 6th William IV., cap. 79, the 3rd and 4th Victoria, cap. 105, and the 22nd and 23rd Victoria, cap. 134, relating to the West London Railway.

Duplicate plans and sections of the said intended railway, describing the line and levels thereof, and the lands, houses, and other property which may be taken for the purposes thereof, with a book of reference to the 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, a published map with the line of railway delineated thereon, and a copy of this notice as published in the London Gazette, will, on or before the 30th of this instant November, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell; and on or before the same day a copy of so much of the said plans and sections as relates to each of the before-mentioned parishes, with a book of reference thereto, and a copy of this notice, will be deposited for public inspection as follows:—In the case of the parish of Chiswick, with the parish clerk of that parish, at his place of abode; in the case of Hammersmith, with the clerk of the Fulham District

Board, at his office in Hammersmith; and in the case of Saint Mary Abbott, Kensington, with the clerk of the vestry of that parish, at his office in Kensington.

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 14th day of November, 1859.

Buckley and Connah's Quay (Flintshire)
Railway.

(Power to make Railways to Connah's Quay, and to join Chester and Holyhead Line; Working Arrangements with Chester and Holyhead and London and North Western Railway Companies; Amendment Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to incorporate a Company for making and maintaining the railways hereinafter mentioned, or some of them, together with all necessary and convenient stations, wharf-yards, approaches, bridges, roads, communications, and other works, and to confer upon the Company to be thereby incorporated (hereinafter called "The Company") all necessary and proper powers for effecting the objects hereinafter mentioned, or some of them (that is to say):

To make and maintain a railway, commencing in the parish of Hawarden, in the county of Flint, on the north side of the Know Lane, at or near the brickworks belonging to and in the occupation of Messrs. Richard Ashton and Company, and terminating in the parish of Northop, in the said county, at or near Connah's Quay, upon land adjoining the river Dee, belonging to, and in the occupation of, Messrs. William Dentith and Company.

Also a railway diverging from, and out of, the said intended railway, commencing in the said parish of Northop, on the north side of the turnpike road leading from Flint to Queen's Ferry, in a garden belonging to Messrs. Davison and Company, and in the occupation of Benjamin Bennett, and terminating in the parish of Northop aforesaid, by a junction with the Chester and Holyhead Line of the London and North Western Railway, 200 yards, or thereabouts, on the east side of the ninth mile-post from Chester, on the Chester and Holyhead Railway, which said intended railways and works will be made or pass in, from, through, or into, the several parishes, townships, and extra-parochial and other places, following, or some of them (that is to say), Hawarden, Ewloe-town, Ewloe-wood, Northop, Soughton, Golfryn, and Wepre, and the bed or shore of the river Dee, all in the county of Flint.

To cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, and other highways, streams, pipes, sewers, canals, navigations, rivors, bridges, railways, and tramroads, within the parishes, townships, and extra-parochial and other places aforesaid, or any of them, as it may be necessary to cross, divert, or alter, for the purposes of the said railways and works, or any of them, or of the said intended Bill.

To purchase, and take by compulsion, lands, houses, tenements, and hereditaments, for the purposes of such railways and works, and of the said intended Bill; and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments, so purchased or taken.

To levy tolls, rates, and duties upon, or in respect of the intended railways and works, and to confer exemptions from the payment of such tolls, rates, and duties.

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

And it is also intended by the said Bill to empower the Chester and Holyhead Railway Company and the London and North Western Railway Company, or either of them, and the Company, to enter into and carry into effect contracts, agreements, and arrangements, for, or with reference to, the construction, maintenance, working, and using, by any, or either, of the contracting Companies, of the railways and works of the other or others of them, or any part thereof; and with reference to the regulation, management, and transmission of the traffic thereon, the supply and maintenance of engines, stock, and plant; the fixing, collection, payment, division, appropriation, and distribution of the tolls and other income and profits arising therefrom, and the employment of officers and servants. And also to empower the said Chester and Holyhead Railway Company and the London and North Western Railway Company, or either of them, to take and hold shares in, and subscribe towards the said intended undertaking of the Company, or any part thereof, and to guarantee to the Company such interest, dividend, annual or other payments as may be agreed upon between them, and to apply their existing funds, or to raise further capital for those purposes by the creation of new shares or stock in their undertakings, and to borrow further monies.

And it is intended so far as may be requisite or desirable for any of the purposes of the said Bill, to amend or repeal the provisions, or some of them, of the several Acts of Parliament following, that is to say, local and personal Acts, 7 and 8 Victoria, chapter 65; 8 and 9 Victoria, chapter 33; 10 and 11 Victoria, chapters 147, 162, and 238; 11 and 12 Victoria, chapter 60; 12 and 13 Victoria, chapter 41; 14 and 15 Victoria, chapters 21, 131, and 146; 17 and 18 Victoria, chapters 168 and 222; 21 and 22 Victoria, chapters 130 and 131; and the public general Acts 13 and 14 Victoria, chapter 111, and 22 and 23 Victoria, chapter 60, relating to the Chester and Holyhead Railway Company; and the local and personal Acts 8 and 9 Victoria, chapters 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 and 10 Victoria, chapters 67, 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 Victoria, chapters 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 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 and 15 Victoria, chapters 28 and 94; 15 and 16 Victoria, chapters 98 and 105; 16 and 17 Victoria, chapters 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Victoria, chapters 201 and 204; 18 and 19 Victoria, chapters 172 and 194; 19 and 20 Victoria, chapters 52, 69, and 123; 20 and 21 Victoria, chapters 64, 98, and 108; 21 and 22 Victoria, chapter 131; and 22 and 23 Victoria, chapters 2, 83, 113, and 134 relating to the London and North Western Railway Company.

And notice is hereby also given, that plans and sections of the proposed railways and works, with a book of reference to such plans, and a published map, with the lines of the proposed railways delineated thereon, and a copy of this notice as published in the London Gazette, will on, or

before, the 30th day of November, 1859, be deposited for public inspection with the Clerk of the Peace for the county of Flint, at his office at Mold, in the same county; and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said railways and works, or any part of them are or is intended to be made, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection in the case of each parish with the parish clerk thereof, at his residence; and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence, and printed copies of the said intended 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, 1859.

A. T. Roberts, Mold.

Wem and Bronygarth Turnpike Roads.

(Relinquishment of certain Roads; Powers to make New Roads; to levy Tolls; to lease Roads and Tolls; and 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, and extend the whole or some of the powers and provisions of "The Wem and Bronygarth Roads Act, 1856," or, if need be, to repeal the same, and to create a further term, and to make further provision with reference to the roads mentioned in the said Act, or some of them, or some parts thereof; also to enable the trustees acting in pursuance of the said Act to relinquish or abandon the power and direction therein contained, to improve and keep in repair the roads following, being part of the First District of Roads thereby created—namely, the road from Horton (in the way from Wem to Ellesmere) to its junction with the turnpike road from Shrewsbury to Ellesmere, at Burliton, which road is wholly situate in the county of Salop; and the road leading out of the road from Wem to the present Brookside Turnpike Gate, at or near Ifton Heath, into the turnpike road from Ellesmere to Wrexham, near Overton, and called "The Overton Branch," and which road is situate partly in the county of Salop and partly in the county of Flint; also to enable the said trustees to relinquish and abandon the power and direction therein contained to make and maintain the roads following, viz.—the road from the tollgate at Bronygarth, otherwise Brookside, to the bridge called Pontfadog, which road is firstly described and authorized in "The Wem and Bronygarth Roads Act, 1856," of the roads forming the "2nd District" thereby created, and is situate partly in the parish of St. Martins, and county of Salop, and partly in the township of Crogen Iddon, in the parish of Llangollen, in the county of Denbigh; also so much of the road from the bridge called Pontfadog through Llansaintffraid-Glyn-Ceiriog to the bridge at Llanarmon-Dyffryn-Ceiriog, secondly described in the said Act among the roads thereby forming the Second District, as lies between Pontfadog Bridge and the New Inn, in the village of Llansaintffraid-Glyn-Ceiriog aforesaid, which part so proposed to be abandoned is situate partly in the township of Erwallo, in the parish of Llangollen, and partly in the parish of Llansaintffraid-Glyn-Ceiriog, in the county of Denbigh. Also to release the said trustees from all liability to make, improve, and keep in repair the roads so to be

relinquished, and to prohibit the collection of any tolls thereon by the said trustees; and also to enable the said trustees to make, widen, improve, and maintain the new roads following, or some or one of them, that is to say,—1. A new road commencing by a junction with a certain highway leading from Chirk to Chirk Castle and to Pontfaen, at or near the point where the Great Western Railway intersects the same, in the parish of Chirk, and county of Denbigh, and terminating by a junction with the road secondly authorized by the "Wem and Bronygarth Roads Act, 1856," of the roads forming the "Second District," at a point near the New Inn, in the village and parish of Llansaintffraid-Glyn-Ceiriog, in the county of Denbigh, and which road will pass through the townships or places of Chirk, Bronygarth, Crogen Wladis, Erwallo, Cilcochwyn, Crogen Iddon, Hefodgynfor, Talegarth, Nantgwrld, Laver Issa, Laver Ucha, Coed-y-Glyn, and Glynfechan, and the parishes of Chirk, St. Martins, Llangollen, and Llansaintffraid-Glyn-Ceiriog, and will be partly in the county of Salop, and partly in the county of Denbigh. 2. A branch road leading out of the Road No. 1, lastly described, at the point where the same intersects the road leading from Chirk Castle to Castle Bridge, in the township of Crogen Wladis, and parish of Llangollen, and county of Denbigh, and terminating by a junction with the road firstly described in "The Wem and Bronygarth Roads Act, 1856," of the First District of Roads thereby created, at or near its termination at the present Brookside or Bronygarth Turnpike Gate thereon, and which branch road will pass through the township of Bronygarth and parish of St. Martins, in the county of Salop, and the townships of Crogen Iddon and Crogen Wladis, in the parish of Llangollen, and county of Denbigh. 3. A certain other road commencing by a junction with the said proposed new road No. 1, from Chirk to Llansaintffraid-Glyn-Ceiriog before described, at or near the New Inn before mentioned, and passing through the townships of Laver-ucha, Laver-issa, Coed-y-Glyn, and Glynfechan, and terminating by a junction with a certain highway leading from Llansaintffraid-Glyn-Ceiriog to Nantyr, near a farm-house called Chwarel-ucha, belonging to Alexander Reid, and occupied by Evan Jones, and which road will be wholly in the parish of Llansaintffraid-Glyn-Ceiriog, in the county of Denbigh; and it is also intended for the purpose of making the said new roads, to enable the said trustees to convert and make into turnpike roads the whole or some part of the existing highways in the line of the said proposed new roads, and to make, improve, and maintain all necessary bridges, viaducts, culverts, and other works connected with the said proposed new roads, and to deviate from the line of the said proposed roads to the extent shown on the plans hereafter mentioned, and to cross, break up, alter and stop up, either temporarily or permanently, any roads, railways, highways, footpaths, streams, and other works within the line of the said proposed roads, and to take and purchase by compulsion or otherwise any lands or houses which may be required for the purposes of the same, and to vary or extinguish any rights or privileges connected with such lands or houses, or with the said highways, to be made turnpike, or with any roads, railways, highways, footpaths, streams, and other property or works which may be interfered with by the said proposed deviation roads.

And it is also proposed by the said intended Act, to take powers to continue to levy on such of the roads authorized to be made and maintained by "The Wem and Bronygarth Roads Act, 1856," or some of them, the abandonment of which shall not be authorized by the Act so to be applied for

the tolls authorized by that Act, or to alter such tolls, or some of them, and to levy other tolls in lieu thereof, and to vary the mode of levying and collecting tolls on the said roads, and to vary the application of the same, and also to levy tolls in respect of the use of the said proposed new roads, and to confer, vary, or extinguish exemptions from the payment of tolls, and to make all necessary provisions for the maintenance, repair, and improvement of all the said several roads, and to enable the said trustees to borrow money for the formation of the said roads, on the credit of the tolls authorized by the "Wem and Bronygarth Roads Act, 1856," and to be authorized by the said intended Act, or either of them, and also to make all such other provisions as may be necessary for the regulation of the said road trust, and the application and appropriation of the revenue thereof, and to confer, vary, or extinguish other rights and privileges.

And it is also intended by the said Act to extend the time limited by the said recited Act for the purchase of lands and completion of works thereby authorized, and to enable the said trustees to enter into arrangements and agreements with any Companies or persons in reference to the roads so authorized, and to be authorized, or any of them, and to lease the same, or any of them, or any part thereof, and the tolls leviable in respect of the same, or any part of such tolls for such term of years, and upon such terms and conditions as may be agreed upon, and to confer upon the said trustees all powers which may be necessary for carrying into effect such leases or arrangements and agreements as aforesaid.

And it is intended to apply for powers by the said intended Act to authorize the trustees acting in pursuance of "An Act of the first year of the reign of King George IV, intituled an Act for more effectually repairing the road from the town of Pool, 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," to relinquish the right to take tolls upon, and liability to repair, so much of the road from the Cross in Oswestry, through the Willow-street there, over Pontfaen to Pont Cysylltau, therein described, as lies between Pontfaen Bridge and the Chirk Entrance Gate to Chirk Castle Park, and the whole of a certain deviation lately made in such road which lies between Pontfaen aforesaid and the before-mentioned highway leading from Chirk to Chirk Castle, near a dwelling-house of William Lever, and which last-mentioned portions of road are wholly in the parish of Chirk, and county of Denbigh, and to transfer to and vest in the trustees of the Act so to be applied for, such last-mentioned deviation or portion of road, and in so far as may be necessary for that purpose, to alter, amend, or repeal the provisions of the said Act.

And notice is hereby further given, that duplicate plans and sections of the said intended new roads, together with a book of reference thereto, containing the names of the owners or reputed owners, and lessees or reputed lessees, and occupiers of the lands intended to be taken, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Salop, at his office in Shrewsbury, and with the Clerk of the Peace for the county of Denbigh, at his office in Ruthin, and on or before the same

day, a copy of so much of the said plans and sections as relates to each of the parishes and districts before mentioned, and a copy of the said Gazette notice, will be deposited with the parish clerk of each such parish and district, at his usual place of abode, and in case of any extra parochial place, with the parish clerk of some parish immediately adjoining thereto.

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

Dated the 11th day of November, 1859.

Longueville, Williams, and Jones, Oswestry,
Solicitors for the Bill.

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

Manchester Corporation Waterworks.
(Alteration of Provision as to Discharge of Water down the River Etherow; Additional 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 alter, amend, extend, and enlarge the powers and provisions of the "Manchester Corporation Waterworks Act, 1847," the "Manchester Corporation Waterworks Amendment Act, 1848," the "Manchester Corporation Waterworks Second Amendment Act, 1851," the "Manchester Corporation Waterworks Act, 1854," and the "Manchester Corporation Waterworks Act, 1858," or some of them, and more especially to alter (subject to such terms and conditions as will be prescribed in the intended Act) such of the provisions of those Acts, or any of them, as impose upon the mayor, aldermen, and citizens of the city of Manchester (herein called the Corporation), the obligation to send down and discharge from their compensation reservoir, or through or over any gauge upon or near the river Etherow, on each and every day, the quantity of water prescribed by the said Acts, or any of them, for the supply of mills and works on the river Etherow, and to reduce to fifty-five cubic feet per second the quantity of water which the Corporation shall henceforth be required to send down and discharge, in lieu of the quantity prescribed by the said Acts or any or either of them, and to empower the Corporation to appropriate to the purposes of the before-mentioned Acts, or some of them, a portion of the water which they are so required by the said Acts, or any of them, to send down and discharge.

And the said intended Act will amend and explain the second section of the "Manchester Corporation Waterworks Act, 1858," and will make the rate or sum thereby authorized to be demanded, payable by the owner or the occupier of the premises, and will also make further provision for preventing the wilful or negligent waste of water within the district which the Corporation are empowered to supply with water, and for the prevention of trespass on the property of the Corporation connected with their Waterworks, and will impose penalties in relation thereto.

And the said intended Act will enable the Corporation to raise a further sum of money for the purposes thereof, and for the general purposes of their waterworks undertaking, and on or before the 23rd day of December, in the present year, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated the 12th day of November, 1859.

Joseph Heron, Town Clerk of the City of
Manchester.

Blackburn and Darwen Waterworks.

Powers of sale, purchase, and amalgamation of undertakings of the Blackburn Waterworks Company and Darwen Waterworks and Reservoirs Company; Capital arrangements; power to construct new Works; extension of limits of Supply; amendment of Acts.

NOTICE is hereby given, that application is intended to be made to Parliament in the session of 1860, for an Act to vest, or authorize, or provide for the vesting by sale and purchase of the undertaking of the Darwen Waterworks and Reservoirs Company, and all or some of their lands, property, powers, rights, and privileges, in the Blackburn Waterworks Company, and to dissolve the Darwen Waterworks and Reservoirs Company, or otherwise to amalgamate or authorize and provide for the amalgamation of the said two Companies, and of their respective undertakings and capital stocks.

And it is proposed by the said intended Act to alter, define, and regulate the capital of the Blackburn Waterworks Company, or of the amalgamated Company, and the nominal amount of all or any shares comprised in such capital and the dividends payable in respect thereof, and to substitute consolidated stock for all or any of such shares, or to authorise the Blackburn Waterworks Company, or the amalgamated Company, to alter the amount of all or any shares belonging to either of the existing Companies, and to convert all or any such shares into stock, and to affix to all or any such shares or stock a proportionate amount of dividend, or any preference and priority in payment of dividend, and other privileges or advantages, and also to authorise the Blackburn Waterworks Company, or the amalgamated Company, to raise a further sum of money by the creation of new shares or stock, with or without preference or priority in payment of dividend or other advantages attached thereto, and to borrow money on mortgage, and to convert all or any mortgage debts of the said existing Companies, or either of them, or of the amalgamated Company, into debenture shares or debenture stock, entitled to dividend not exceeding the rate of four pounds per centum per annum, upon the amount of such shares or stock.

And it is proposed by the said intended Act to authorise the Blackburn Waterworks Company, or the amalgamated Company, to make and maintain the following Waterworks with all necessary and proper approaches, works, and conveniences connected therewith respectively; that is to say:

1. A reservoir at or near a place known by the name of Proctor Nook, on the north-west side of a reservoir belonging to the Blackburn Waterworks Company, known by the name of the Guide Reservoir, in the township of Lower Darwen, in the parish of Blackburn, in the county of Lancaster.

2. A reservoir at or near to a place, known by the name of Rose Hill, on the south-east side of the said Guide Reservoir of the Blackburn Waterworks Company, in the said township of Lower Darwen and parish of Blackburn.

3. An enlargement of a reservoir belonging to the Darwen Waterworks and Reservoirs Company, known by the name of the Earnsdale Reservoir, in the townships of Over Darwen and Tockholes, or one of them, in the said parish of Blackburn.

4. An aqueduct or line of pipes, commencing at or near the said Earnsdale Reservoir, and terminating at or near the said Guide Reservoir, which said aqueduct or line of pipes will pass from, through, or into the said townships of Over Darwen and Lower Darwen, in the said parish of Blackburn.

And it is proposed by the said intended Act to authorise the Blackburn Waterworks Company, or the amalgamated Company, to purchase by compulsion or agreement all lands and buildings in or near the said parish and townships, or any of them, which they may require for the purposes of the said intended Act, and to stop up, alter or divert, temporarily or permanently, all or any turnpike and other roads and highways, railways, tramways, rivers, brooks, streams, watercourses, sewers, pipes, and works, which they may consider it necessary or proper so to stop up, alter or divert, and to collect, impound, and appropriate to the purposes of their undertaking all waters which by means of the works to be authorized by the said intended Act can be collected or intercepted from the present gathering grounds of the said existing Companies, or either of them, and to vary or extinguish all existing rights and privileges, connected with any such lands, buildings, or waters, or which would in any manner impede or interfere with the carrying into complete effect the objects and purposes of the said intended Act, and to confer other rights and privileges.

And it is proposed by the said intended Act to authorise the Blackburn Waterworks Company, or the amalgamated Company, to supply water, as well within the limits of the several Acts of Parliament, relating to the said existing Companies, or either of them, as also within all or parts of the several townships of Witton, Livesey, Lower Darwen, and Oswaldtwistle, or some or one of them, and to levy rates, rents, and charges, and alter existing rates, rents, and charges, and to confer, vary, or extinguish exemptions from payment of rates, rents, and charges.

And it is proposed by the said intended Act to repeal, amend, and consolidate all or some of the provisions of the several Acts of Parliament following, or some of them; that is to say: "The Blackburn Waterworks Act, 1845;" "The Blackburn Waterworks Act, 1849;" and "The Darwen Waterworks and Reservoirs Act, 1847."

And notice is hereby given, that plans and sections of the said intended new works showing the line and levels thereof respectively, together with a book of reference to such plans containing the names of the owners and lessees, or of the reputed owners and lessees, and of the occupiers of the lands and buildings to be taken for the purposes of the said intended Act, 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 of the county of Lancaster, at his office, in Preston, and with the parish clerk, of the parish of Blackburn, at his residence, and that printed copies of the Bill for effecting the objects aforesaid will, on or before the 23rd day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1859.

Thos. Ainsworth, Solicitor for the Bill.

London Hydraulic Power Company (Limited) (Acquisition of Powers under "The Water Works Clauses Acts, 1847;" powers to acquire Land by agreement, and to levy Tolls).

NOTICE is hereby given, that application is intended to be made to Parliament, during the ensuing session, for an Act to confer on a Company now or hereafter to be incorporated under the name of the London Hydraulic Power Company (Limited) hereinafter called "The Company," the following powers, or some of them; viz:—

1. 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, maintaining, and repairing, within the district of the Company (as hereinafter defined) their pipes and other works.

The district over or within which powers are sought to be conferred, by the proposed Act, is as follows, namely: between Battersea Old Bridge and the easternmost end of the Victoria Docks, on the north side of the River Thames, and between Battersea Old Bridge and a point opposite to the easternmost end of the Victoria Docks, aforesaid, on the south side of the River Thames, for a distance and over an area of not exceeding 800 yards, measured inland between these points, from the margin of the River Thames, at high water, on both sides of the said river, in the counties of Kent, Essex, Surrey, Middlesex, and the cities of London and Westminster; and where any dock or basin connected with the said River Thames intervenes between the points above mentioned, then for a distance and over an area of not exceeding 800 yards, measured from the extreme water surface of such dock or basin.

2. To authorise the Company to acquire, but only by agreement, lands within their district, and to erect thereon works, and to provide work, and use machinery and other works (not being works included in the second class of private bills, according to the standing Orders of both Houses of Parliament) for the purposes of supplying hydraulic power, and for exercising, within their district, 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."

3. 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, and the raising of money by the Company and others, for all or any of the purposes of the Acts.

The Company will, in exercise of the powers proposed to be granted, and set forth in the first paragraph of this notice, interfere with the rights, powers, and privileges vested in any vestries, Metropolitan or district Board of Works, or in any corporations, commissioners of sewers and roads, gas, water, and electric telegraph companies, or other company or person having control over property in, or drains, pipes, apparatus, or works, within or under the said streets or roads, on either bank of the River Thames.

Printed copies of the 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 12th day of November, 1859.

Howard and Dollman, 141, Fenchurch-street, Solicitors.

Frederick Gale, 46, Parliament-street, Parliamentary Agent.

North British Railway Extension and Stations.

(Alteration and Enlargement of Station, and Extension of Railway at Edinburgh—Powers to use Carlisle Citadel Station, and with respect to Traffic from or to Lancaster and Carlisle Railway—Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the session of 1860, to authorize the North British Railway Company to alter and enlarge their

existing station in the city of Edinburgh, and to construct and maintain such works and conveniences in connection therewith as may be necessary for the purposes of such alteration and enlargement, and for making better approaches to the said station; which said alteration and enlargement of station, and works in connection therewith, will occupy all or part of the site of so much of Canal-street, and the public road in continuation thereof, as lies between the east side of the site of East Canal-street and the Physic-gardens, and of the footpaths on either side of the said street and road, and of all lands and buildings lying between the said public road on the east, the North British Railway on the north, the Joint Passenger Shed and Carriage Shed and other land, the joint property of the North British and Edinburgh and Glasgow Railway Companies, on the north and west, and the Physic-gardens and Market-street on the south; also to authorize the North British Railway Company to make and maintain a short line of railway in connection with the said station, diverging from the main line of the North British Railway at a point near where the said main line crosses Leith Wynd, in the parish of Trinity College, and terminating at a point in the Green Market, near the south-east corner of the Joint Passenger Shed at Waverley Bridge; all of which said intended alteration and enlargement of station, railway, and works connected therewith respectively, will be situated in the parishes and Royal burgh of Trinity College, High Church, St. Andrews, and Edinburgh, in the county of the city of Edinburgh, or county of Edinburgh, or some or one of them.

And it is proposed by the said intended Act to authorize the North British Railway Company to purchase or take, by compulsion or agreement, or otherwise acquire and hold all such lands and buildings as they may require for the purposes of the said intended alteration and enlargement of station, railway, and works, and to stop up, alter, or divert, temporarily or permanently, as they may think fit, all turnpike and other roads, streets, and highways (especially so much of Canal-street, and the public road in continuation thereof, as are hereinbefore described, and the footpaths or footpath, or right of way for foot passengers, on both or either side of such street and road), which may be situate within the boundaries hereinbefore described, or which it may be necessary or expedient to stop up, alter, or divert, for the purposes of the said intended alteration or enlargement of station, railway, or works connected therewith respectively; and to vary or extinguish all existing rights and privileges in any manner connected with the lands or buildings to be purchased, or which 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 it is proposed by the said intended Act to authorize the North British Railway Company to levy 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 to make any agreement or agreements which they may think fit with any other Company or Companies, with respect to the use by such other Company or Companies of the said intended alteration and enlargement of station, railway, and works, or any of them, or any part or parts thereof respectively.

And it is further proposed by the said intended Act to empower the North British Railway Company to apply to the purposes of the said proposed railway and other works, any capital or funds now

or hereafter belonging to them, or under the control of their directors, or to raise money for these purposes, by the creation and issue of shares on such terms and conditions, and with such guarantee, preference, or priority of dividend, and other privileges, if any, as may be deemed expedient, and by borrowing on mortgage, or bond, or cash credit.

And notice is hereby given, that plans and sections of the said proposed railway, showing the line and levels thereof, plans of the lands and buildings proposed to be taken for the purposes of the said intended enlargement of station and works, a book of reference to all the said plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands and buildings; a published map, showing the general course and direction of the said intended railway, and a copy of this notice, as published in the Edinburgh Gazette, will, on or before the 30th day of November instant, be deposited with the principal sheriff clerk for the county of the city of Edinburgh, and with the principal sheriff clerk of the county of Edinburgh, at their respective offices in Edinburgh; and that a copy of so much of the said plans, sections, and books of reference, as relates to any parish or Royal burgh in which any part of the said railway or lands will be situate, together with a copy of this notice, as published in the Edinburgh Gazette, will, on or before the said 30th day of November, be deposited with the schoolmaster, or if no schoolmaster, then with the session clerk of such parish, and with the town clerk of such Royal burgh, at the residence or office of such schoolmaster or session clerk, and the office of such town clerk, and as relates to so much of such works as will be situate within the city of Edinburgh, with the city clerk of said city, at his office in the city of Edinburgh.

And it is proposed by the said intended Act to authorize the North British Railway Company to use, for the purposes of their traffic, the station at Carlisle, known as the Citadel Station, or some part thereof, and to acquire and hold some estate, or interest therein, or in some part thereof, and to use all or any of the buildings, works, and conveniences at, or connected with such station, and to employ their own officers, servants, and workmen at such stations, for such rent, tolls, charges, or other consideration, and upon such terms and conditions as may be agreed upon between the North British Railway Company and the proprietors of, or others interested in such station; or, failing any such agreement, as may be settled by arbitration or otherwise, as may be prescribed or provided by the said intended Act.

And it is proposed by the said intended Act to make provision for securing the free and uninterrupted reception upon, passage over, and transmission from, the Lancaster and Carlisle Railway, of all traffic which may be brought to that railway from any place north of Carlisle, by route or partly by route of the North British Railway, or which may be directed or intended to pass over or from the Lancaster and Carlisle Railway to any place north of Carlisle, by route or partly by route of the North British Railway, and for compelling the Lancaster and Carlisle Railway Company, and other the owners or lessees of, and Company, or Companies for the time being interested in working or using the Lancaster and Carlisle Railway, to do all such acts, matters, and things, and to adopt and observe all such rules and regulations as may be necessary, or proper, or prescribed, or provided for by the said intended Act, for securing such free and uninterrupted reception, passage, and

transmission, and otherwise to make provision for preventing any unnecessary or undue interruption, obstruction, diversion, or delay in the passage of any such traffic, and also for preventing the obstruction or diversion by the owners, or lessees, or others, for the time being, working, using, or interested in the Lancaster and Carlisle Railway, of all, or any traffic from the shortest and most convenient route, in cases in which the Lancaster and Carlisle Railway forms part of such route, and to determine and declare, or make illegal and void, all agreements or arrangements heretofore entered into, or which might hereafter be entered into, having for their object, or having the effect of any such obstruction or diversion, and to facilitate the reception, booking, forwarding, conveyance, and transmission of all or any such traffic by the shortest or most convenient route.

And it is proposed by the said intended Act to authorise the North British Railway Company, and the companies, proprietors, or lessees of, or interested in, the said Citadel Station, or Lancaster and Carlisle Railway, or any of them, to enter into agreements with respect to any of the matters aforesaid, and to confirm any such agreements 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 repeal or amend certain of the provisions of the several Acts of Parliament following, or some of them, that is to say—"The North British Railway Consolidation Act, 1858;" "The Border Union North British Railways Act, 1859;" "The Caledonian Railway Act, 1845;" the Act 7 and 8 Vict., intituled "An Act for making a Railway from the Lancaster and Preston Junction Railway at Lancaster to or near to the City of Carlisle;" the Act 9 and 10 Vict., intituled "An Act to Consolidate the London and Birmingham Grand Junction and Manchester and Birmingham Railway Companies;" the several local and personal Acts passed respectively in the Session of Parliament held in the 22nd and 23rd years of the reign of her present Majesty, relating to the North British Railway Company; in the 9th and 10th, the 10th, the 10th and 11th, the 11th and 12th, the 12th and 13th, the 14th and 15th, the 16th and 17th, the 17th and 18th, the 18th and 19th, the 20th and 21st, the 21st and 22nd, and the 22nd and 23rd years of the reign of her present Majesty, relating to the Caledonian Railway Company; in the 8th and 9th, the 9th and 10th, the 12th and 13th, the 20th and 21st, the 21st, the 21st and 22nd, and the 22nd and 23rd years of the reign of her present Majesty, relating to the Lancaster and Carlisle Railway Company; in the 2nd and 3rd, and 5th and 6th years of the reign of King William the IV.; the 1st and 2nd, the 4th and 5th, the 9th and 10th, the 12th and 13th, the 13th and 14th, and the 17th and 18th years of the reign of her present Majesty, relating to the Newcastle-upon-Tyne and Carlisle Railway Company; 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, 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; and the several other local and personal Acts passed in the sessions of Parliament held respectively in the 10th and 11th, the 11th and 12th, the 12th and 13th, the 13th and 14th, the 14th, the 14th and 15th, the 15th, the 16th and 17th, the 17th and 18th, the 18th and 19th, the 19th and 20th, the 20th and 21st, the 21st and 22nd, and 22nd and 23rd years of the reign of her present Majesty, all relating to the London and North-Western Rail-

way Company; and of any other Act or Acts of Parliament recited in any of the before-recited Acts, or relating to or affecting the above-mentioned Companies and undertakings or works, or any other Company or body who, or whose property and interests may be affected by any of the powers or provisions of the said Act.

And Notice is hereby given, 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 12th November, 1859.

Dalmahoy and Wood, W.S., Edinburgh.

Forest of Dean Central Railway.

(Amendment of Acts; Extension of Time for completing Works; additional Works; Traffic arrangements with South Wales Railway Company and Great Western Railway Company.)

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

To alter, amend, and enlarge the provisions of the Forest of Dean Central Railway Act, 1856, and of the following Acts (that is to say),—the Acts relating to the Great Western Railway, 5 and 6 Wm. 4, cap. 107; 6 Wm. 4, caps. 36, 38, 77, and 79; 1st Vict. cap. 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; 17 and 18 Vict., caps. 108, 120, 163, 192, 202, 204, 207, 209, 215, and 222; 18 and 19 Vict., cap. 191; 22 and 23 Vict., caps. 1, 64, and 120; and Acts relating to the South Wales Railway, viz., 8 and 9 Vict., cap. 190; 9 and 10 Vict., caps. 105, 239, 240, 256, 341, 353, 401; 10 and 11 Vict., caps. 74, 76, 79, 101, 109, 295; 11 and 12 Vict., caps. 27, 29; 13 Vict., cap. 7; 13 and 14 Vict., cap. 44; 14 and 15 Vict., caps. 48, 49, 52, 74; 15 Vict., caps. 16, 117; 16 and 17 Vict., caps. 146, 169, 173, 204, 209, 210; 17 and 18 Vict., caps. 150, 158, 185, 218; 18 and 19 Vict., caps. 23 and 98; 21 and 22 Vict., cap. 146; 22 and 23 Vict., cap. 6; and also 49 Geo. 3, cap. 158; and 7 Geo. 4, cap. 47.

To alter the quorum of meetings of the Directors of the Forest of Dean Central Railway Company (hereinafter called the Company).

To enable the Commissioners of Her Majesty's Woods, Forests, and Land Revenues, or the Lords of Her Majesty's Treasury, to guarantee the interest of loans made to the Company by other persons or companies, instead of lending money to the Company, and to alter the mode of borrowing money by the Company.

To enable the Company to enter into arrangements with the South Wales Railway Company, or the Great Western Railway Company, or both

or either of them, for the maintenance and working of the Forest of Dean Central Railway (hereinafter called the Railway), by both or either of such Companies, or for enabling the Company to use the lines and stations of such Companies for the forwarding of traffic from the railway, or for facilitating such traffic.

To extend the period limited by The Forest of Dean Central Railway Act, 1856, and by certain leases from the Commissioners of Her Majesty's Woods, Forests, and Land Revenues to the Company for the completion of the railway.

To enable the Company to construct sidings in the parish of Awre, in the county of Gloucester, at the junction of the railway with the South Wales Railway, in the said parish.

To enable the Company to purchase lands by compulsion or agreement, for the purposes aforesaid, and to levy tolls and rates, and to alter the tolls and rates fixed by The Forest of Dean Central Railway Act, 1856.

On or before the 30th day of November instant, duplicate plans and sections of the said works, together with a book of reference to such plans, containing the names of the owners, or reputed owners, lessees or reputed lessees, and occupiers of the lands so proposed to be taken, with a published map, showing the line or situation of the said works, and a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Gloucester, at his office in Gloucester; and on or before the said thirtieth day of November, a copy of so much of the said plans, sections, map, and book of reference as relates to each of the several parishes, townships, extra parochial or other places, in or through which the said works are intended to be made, together with a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of each parish at his residence, or in the case of an extra-parochial place, with the parish clerk of some parish immediately adjoining thereto.

On or before the 23rd day of December next, copies of a Bill for the purposes aforesaid, will be deposited in the Private Bill Office of the House of Commons, and in the Parliament Office.

Dated this 10th day of November, 1859.

J. K. Smith, Newnham, Gloucestershire.

Bradford, Wakefield, and Leeds Railway.

(Railway to Ossett, and Branch; New Roads at Ossett; Additional Capital; Power to make arrangements with Great Northern and Lancashire and Yorkshire Railway Companies and others; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, by the Bradford, Wakefield, and Leeds 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, approaches, works and conveniences connected therewith, to commence from and out of, and by a junction with the main line of the Bradford, Wakefield, and Leeds Railway, in the township of Stanley-cum-Wrenthorpe, in the parish of Wakefield, at or near the point where an occupation bridge, called Roberts Bridge passes under the same railway, in the said township, thence to pass in, through, or into the several parishes, townships, or extra-parochial places of Stanley, Wrenthorpe, Stanley-cum-Wrenthorpe, Alverthorpe, Thornes, Alverthorpe-

cum-Thornes, Wakefield, Ossett, Gawthorpe, Ossett-cum-Gawthorpe, and Dewsbury, and to terminate in a field now or late belonging to Joshua Mitchell, and in his occupation, on the east side of, 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, all in the West Riding of the county of York.

To authorize the Company to construct a branch railway or mineral siding, to commence from and out of the intended railway, at or near a certain field belonging to the Earl of Cardigan, and in the occupation of Joseph Barrans, in the township of Ossett, otherwise Ossett-cum-Gawthorpe, and parish of Dewsbury, and situate a short distance westward of a road called New Park-lane, thence to pass through or into the several parishes, townships, and extra-parochial places of Alverthorpe, Thornes, Alverthorpe-cum-Thornes, Wakefield and Dewsbury, and to terminate at or near a certain coal pit, which is now being sunk in a field belonging to Benjamin Terry, adjoining the south side of the Wakefield and Halifax turnpike-road, in the township of Alverthorpe-cum-Thornes, in the parish of Wakefield, all in the said West Riding, and at a point about 200 yards west of the Malt Shovel Inn there.

To authorize the Company, either alone or in conjunction with the surveyors of highways of Ossett-cum-Gawthorpe, or with other persons interested in the construction thereof, to make a road, to commence at or near the terminus in that township, of the intended railway first hereinbefore described, and to terminate in the town or village of Ossett, near to the Independent chapel there, and also to widen and enlarge so much of the before-mentioned road called Intake-lane, as is situate between the terminus of the railway first hereinbefore described, and a certain lane in Ossett, aforesaid, called or known by the name of Back-lane, and to extend the said road across Back-lane, to a point in the public street of that part of Ossett called Little Town-end, about 170 yards east of Trinity Church, all in the township of Ossett-cum-Gawthorpe and parish of Dewsbury, and to empower the said surveyors of highways and other parties as aforesaid, to contribute money towards the construction and alteration of, and in whole or in part, to maintain the said roads, when made or altered.

To authorize the Company to purchase for the purposes of the intended Act, lands, houses, buildings, and hereditaments, by compulsion or otherwise, and either for a sum in gross, or for annual or other rents, or other consideration, and to enable incapacitated persons to sell and convey the same in consideration of annual or other rent or payment, and to vary and extinguish all existing rights and privileges connected with such lands, houses, buildings, and hereditaments, or which would in any manner impede or interfere with the purposes of the intended Act, or any of them, and to confer other rights and privileges.

To cross, stop up, alter, or divert, whether temporarily or permanently, all turnpike roads, highways, tramways, canals, streams, and rivers, within or adjoining to the aforesaid townships and parishes, which it may be necessary to cross, stop up, alter, or divert, in executing the several purposes of the intended Act.

And also to enable the Company to levy tolls, rates, or duties, for or in respect of the said railways and works, and to grant exemptions from the payment of such tolls, rates and duties.

And notice is hereby further given, that a plan and section of the proposed works, and the lands

proposed to be purchased or taken for the purposes thereof, together with a published map, whereon will be defined the general course or direction of the intended railways, and a book of reference to such plan, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November in this present year, 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 that on or before the said 30th day of November, a copy of so much of the said plan, section, and book of reference, as relates to the several parishes within which the said works and lands are or will be situate, together with a copy of this notice, will be deposited for public inspection with the parish clerk of each such parish, at his residence; and, as to any extra-parochial place, with the clerk of some parish immediately adjoining thereto, at the place of abode of such parish clerk.

And it is also proposed by the intended Act, to empower the Company to raise a further sum of money for all or any of the purposes aforesaid, and for the general purposes of their undertaking, 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 to enable the Company to make special arrangements or agreements with all or any parties contributing money towards the purposes of the intended Act.

And it is also proposed by the intended Act, to enable the Company on the one part, and the Great Northern Railway Company and the Lancashire and Yorkshire Railway Company, or either of those Companies on the other part, to enter into and carry into effect any agreements and arrangements with respect to the working and use, management and maintenance of the intended railways, or any part thereof, and the works connected therewith, and to the payment or contribution by and between the said Companies towards the costs, charges, and expenses of such working, use, management and maintenance, and with respect to the regulations and management of the traffic on the said intended railways, or any part thereof, and to the tolls or sums of money to be paid by the said Companies, or any of them, for the use of the said railways, or any part thereof, or for the apportionment of the tolls and fares received on or in respect of such railways and works, or any part thereof, or the payment of fixed sums in lieu thereof.

And it is further proposed by the intended Act, to alter, amend, extend and enlarge, the powers and provisions of "The Bradford, Wakefield, and Leeds Railway Act, 1854;" and "The Bradford, Wakefield, and Leeds Railway Act, 1859;" and also of the several Acts following, or some of them, relating to the Great Northern Railway Company and their undertakings, that is to say:—"The Great Northern Railway Act, 1846" (9th and 10th Vic., cap. 71;) 9th and 10th Vic., cap. 88; 10th and 11th Vic., cap. 148; 11th and 12th Vic., cap. 114; 14th and 15th Vic., cap. 45; 16th and 17th Vic., cap. 60; 18th and 19th Vic., cap. 124; 20th and 21st Vic., cap. 138; 21st and 22nd Vic., cap. 113; and 22nd Vic., cap. 35: And also of the several Acts following, or some of them, directly or indirectly relating to or affecting the Lancashire and Yorkshire Railway Company or their undertaking, that is to say, Local and Personal Acts—1st and 2nd Wm. IV., cap. 60;

2nd Wm. IV., cap. 69 ; 5th Wm. IV., cap. 30 ; 6th and 7th Wm. IV., cap. 111 ; 7th Wm. IV., cap. 24 ; 1st Vic., cap. 25 ; 2nd and 3rd Vic., cap. 55 ; 4th Vic., cap. 25 ; 7th Vic., caps. 16 and 34 ; 7th and 8th Vic., caps. 60 and 82 ; 8th and 9th Vic., caps. 35, 39, 54, 101, 103, 109, 166, 171 and 172 ; 9th and 10th Vic., caps. 185, 212, 231, 266, 271, 276, 277, 282, 302, 306, 312, 354, 378, 381 and 390 ; 10th and 11th Vic., caps. 103, 105, 163, 166, 221, 240, 288 and 289 ; 11th and 12th Vic., caps. 71 and 115 ; 12th and 13th Vic., caps. 50, 71 and 74 ; 13th and 14th Vic., caps. 83, 89, 95 and 99 ; 14th and 15th Vic., caps. 46 and 56 ; 15th Vic., cap. 96 ; 15th and 16th Vic., cap. 132 ; 16th and 17th Vic., caps. 163 and 211 ; 17th Vic., caps. 58 and 59 ; 17th and 18th Vic., cap. 117 ; 21st and 22nd Vic., caps. 106 and 143 ; 22nd and 23rd Vic., caps. 110 and 129.

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

Dated the 14th day of November, 1859.

Barr, Nelson and Barr, Solicitors, Leeds.

North London Railway.

(Increase of Capital.—Widening of Part of the Railway in the Parish of St. Pancras.—Grant of Rights over Maiden-lane.—Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session for an Act to enable the North London Railway Company to raise a further sum of money, either by the creation of new shares or stock, or by borrowing on mortgage or bond, or by all or any of such means, and to empower the London and North-Western Railway Company and the East and West India Dock Company to contribute towards any additional stock or shares to be so created.

—Also to enable the North London Railway Company to widen and enlarge a part of their railway by laying one or more additional line or lines of rails from the point where the Hampstead Junction Railway joins the line of the North London Railway Company at Kentish-town, in the parish of Saint Pancras, and county of Middlesex, to the western side of York-road, otherwise known as Maiden-lane, also in the said parish of Saint Pancras, and said county of Middlesex, and which additional line or lines of railway will be wholly situate within the said parish of Saint Pancras. And it is also intended by the said Act to confer upon the said North-London Railway 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 turnpike or other roads, highways, bridges, footpaths, streets railways, aqueducts, streams, sewers, drains, pipes, and water-courses, within the before-named parish, which it may be necessary or desirable to stop up, alter, divert, cross, or break up, or otherwise interfere with, for the purpose of widening and enlarging the said railway.

To purchase, by compulsion or otherwise, lands, houses, hereditaments, and other property, rights, and privileges, for the purpose of widening and enlarging the said railway, 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 railway so proposed to be widened and enlarged, 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 notice is hereby further given, that it is intended by the said Act to give to the North London Railway Company, and other companies and persons using their railway, certain rights over portions of the said public highway known as York-road, otherwise Maiden-lane, situate in the parish of Saint Mary, Islington, in the county of Middlesex, and for that purpose to alter, vary, amend, or partially to repeal the 3rd section of the local and personal Act of the 20th and 21st years of Queen Victoria, cap. 21.

And for the purposes aforesaid, or some of them it is intended to alter, amend, vary, extend, or repeal, so far as it may be necessary or expedient so to do, some or any of the provisions of the several (local and personal) Acts following, relating to the North London Railway Company—that is to say, 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. Also of the several (local and personal) Acts following, relating to the London and North-Western Railway Company—that is to say, 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, 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 Vict., caps. 73, 107, 114, 118, 120, 121, 131, 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 Vic., 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., caps. 172, and 194 ; 19 and 20 Vict., caps. 52, 69, and 123 ; 20 and 21 Vict., caps. 64, 98, and 108 ; 21 and 22 Vict., cap. 131 ; and 22 and 23 Vict., caps. 2, 88, 113, and 126 ; and also of the several (local and personal) Acts following, relating to the East and West India Dock Company—that is to say, 9 Geo. 4th, cap. 95 ; 2 Wm. 4th, cap. 52 ; 6 Wm. 4th, cap. 44 ; and 1 and 2 Vict., cap. 9.

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 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 railway as proposed to be widened and enlarged, 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 that on or before the said 30th day of November, a copy of the said plans, sections, and book of reference, together with a copy of this notice, as published in the London Gazette, will be deposited with the Vestry Clerk of the said parish of Saint Pancras, at his residence.

Printed 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, 1859.

Dated this 10 day of November, 1859.

Paine and Layton, Gresham-house, London, E.C.

London and South-Western Railway.

(New Line to connect Exeter Extension Railway with Exeter and Crediton Line; alteration of and addition to gauge on Exeter and Crediton, North Devon, and Bideford Extension Railways; running powers over those Railways; arrangement with their respective owners; lease of Exeter and Crediton, North Devon and Bideford Extension Railways; further capital and borrowing powers for all the Companies; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to effect the objects or some of the objects following (to wit)—

To empower the London and South-Western Railway Company (hereinafter called the South-Western Company), to make and maintain a railway, with all proper stations, works, and conveniences connected therewith, commencing in the parish of Saint David, in the county of the city of Exeter, by a junction with the Exeter Extension Railway, at or near the terminus as authorised by "The London and South-Western Exeter Extension Act, 1856," of that extension railway at the road called Queen-street or Queen-street-road, near the Exeter City Gaol, and terminating in the parish of Saint David, in the county of the city of Exeter, in or near a field belonging to Joseph Sheppard, and in the occupation of John Connett, by a junction with the Exeter and Crediton Railway, near the junction of that railway with the Bristol and Exeter Railway, which said intended railway, and station, and works, will be made or pass from, in, through, or into the several parishes, townships, extra-parochial, and other places of Saint David, in the county of the city of Exeter, Saint David, Exwick, Saint Edmund, and Saint Thomas-the-Apostle, Cowley, Upton Pyne, and Bramford Speke, in the county of Devon, or some of them.

And also a railway with all proper works and conveniences connected therewith, to be made wholly in the parishes of St. David, and Saint Thomas-the-Apostle, commencing in the parish of Saint David and Saint Thomas-the-Apostle, or one of them, from and out of the intended new railway hereinbefore described at or near the point at which the same new railway is proposed to cross the River Exe near to Head Weir and terminating in the parish of Saint Thomas-the-Apostle, in the county of Devon, at or near the point where the South Devon Railway passes over the public road called Saint Thomas's-street.

To empower the South-Western Company to cross, stop up, alter, or divert all turnpike and other roads, highways, streets, footways, drains, sewers, railways, tramways, aqueducts, pipes, canals, rivers, and streams, within the parishes townships, extra-parochial, and other places aforesaid, which they may require to cross, stop up, alter, or divert by reason or for the purposes of the intended railway and works.

To empower the South-Western Company to purchase and take by compulsion or agreement, lands and buildings for the purposes aforesaid, and other the purposes of the Bill, and to vary or extinguish any rights and privileges connected therewith.

To empower the South-Western Company, and the Bristol and Exeter Railway Company or one of them, to lay down additional rails on or upon any part of that portion of the Bristol and Exeter

Railway which lies to the southward of a point on that railway situate 100 yards to the northward of the junction, between the Exeter and Crediton Railway and the Bristol and Exeter Railway, near Cowley Bridge, and also in the station of the Bristol and Exeter Railway Company, in the parish of St. David, and the sheds, sidings, works, and conveniences connected therewith, so as to admit of the use of that portion of railway, and of that station, and their works, and conveniences respectively, by engines and carriages adapted to the narrow gauge as well as those adapted to the broad gauge.

To empower the South-Western Company and the South Devon Railway Company, or one of them, to lay down additional rails on or upon any part of that portion of the South Devon Railway which lies to the northward of the St. Thomas' Station of the South Devon Railway Company, including that station, and the sidings, works, and conveniences connected therewith, so as to admit of the use of that portion of railway and that station by engines and carriages adapted to the narrow gauge as well as those adapted to the broad gauge.

To empower the South-Western Company and the Exeter and Crediton Railway Company, or one of them, to lay down on the Exeter and Crediton Railway, and the South-Western Company, and the North Devon Railway and Dock Company, or one of them, to lay down on the North Devon Railway, and the South-Western Company, and the Bideford Extension Railway Company, or one of them, to lay down on the Bideford Extension Railway, throughout the whole length of those railways respectively, rails so as to admit of the use thereof respectively by engines and carriages adapted to each of the said gauges, or wholly to alter the gauge of those railways respectively, by removing all or any of the rails laid thereon respectively on the broad gauge, and by substituting rails to be laid down thereon respectively on the narrow gauge.

To empower the South-Western Company to run over, work, and use, by and with their officers and servants, engines, carriages, and trucks, and for the purpose of traffic of every description, the aforesaid portions of the Bristol and Exeter Railway, and of the South Devon Railway and stations thereof respectively, and the Exeter and Crediton Railway, the North Devon Railway, and the Bideford Extension Railway, with the stations, approaches, water, water engines, sidings, machinery, works, and conveniences connected therewith respectively, and to require the Bristol and Exeter Railway Company, the South Devon Railway Company, the Exeter and Crediton Railway Company, the North Devon Railway and Dock Company, and the Bideford Extension Railway Company respectively, to afford all necessary facilities for that purpose, on such terms and conditions as may be agreed upon, or, as in default of agreement, shall be determined by the Board of Trade, or by arbitration.

To authorize the Exeter and Crediton Railway Company, the North Devon Railway and Dock Company, and the Bideford Extension Railway Company respectively, to let to the South-Western Company, all or any parts of their respective undertakings, railways, lands, hereditaments, plant, stock, works and conveniences, powers, rights, and privileges, and to authorize the South-Western Company to take such leases.

To authorize and give effect to contracts and arrangements between the South-Western Company and all or any of the other before-named Companies, for or with reference to all or any of the objects aforesaid, and the payments and allowances

to be made by or to the South-Western Company, in respect of the alteration of the gauge of any of the said railways, and any other matters incidental to or connected with the objects aforesaid; and also for or with reference to the maintenance, working, and use by the South-western Company of all or any part of the railways and works of the other before-named Companies, or any of them, the management, collection, transmission, and delivery of the traffic thereon; the supply and maintenance of stock and plant, officers, and servants; the fixing, collection, division, apportionment, and appropriation of the tolls and other income arising therefrom; and the contributions, tolls, or other sums payable, and allowances to be made by each or any one or more of the contracting Companies to the other or others of them, and the application thereof.

To provide for the settlement by agreement, and in default of agreement, for the determination by the Board of Trade, or by arbitration, of the amount of the expense of, or incident to, the carrying out of any the objects and purposes aforesaid, and of any questions of compensation connected therewith, and by which of the before-named Companies and in what (if any) proportions such expense and compensation shall be paid, and whether in gross sums, or by periodical or other payments and what (if any) gross or periodical or other payments and allowances shall be made or allowed by any or either of the said Companies to any other or others of them, for, or in respect of such objects and purposes and any benefits accruing thereby.

To empower the South-western Company to levy tolls, rates, and duties upon, and in respect of the said intended new railways, and any of the railways, or portions of the railways before mentioned, which, under the Bill they, may run over, lease, work, or use, and to alter the tolls, rates, and duties which the South-Western Company, and the other before-named Companies respectively, are now authorized to levy upon and in respect of their respective railways, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties.

To empower the South-Western Company and the other before-named Companies respectively, for all, or any of the purposes of the Bill, and of any such contracts and arrangements, to apply their respective corporate funds, and to raise further money by the creation of new shares, and stock, with or without any guarantee, preference, or priority, in payment of interest or dividend, and other special privileges, and by borrowing on mortgages and bonds, and also to grant rent-charges and annuities.

To empower the South-Western Company to take and to hold shares in, and subscribe towards the undertakings of either of the before-named Companies, and to lend money to each of the same Companies, and to apply its corporate funds, and to raise further money by all or any of the means aforesaid for those purposes.

To vary or extinguish all rights and privileges which would interfere with the objects of the Bill or such contracts, or arrangements, and to confer other rights and privileges.

To amend or repeal (so far as may be necessary) for the purposes aforesaid, the General Act 9 and 10 Victoria, chapter 57, for regulating the gauge of railways, and the local and personal Acts following (to wit), 4 and 5 William 4th, chapter 88; 1 Victoria, chapter 71; 1 and 2 Victoria, chapter 27; 2 and 3 Victoria, chapter 28; 4 and 5 Victoria, chapters 1 and 39; 7 and 8 Victoria, chapters, 5, 63, and 86; 8 and 9 Victoria, chapters

86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Victoria, chapters 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Victoria, chapters 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Victoria, chapters 75, 85, 87, 89, 125, and 157; 51 George 3, chapter 196; 12 and 13 Victoria, chapters 33 and 34; 13 and 14 Victoria, chapter 24; 14 and 15 Victoria, chapter 83; 16 and 17 Victoria, chapters 99 and 164; 17 and 18 Victoria, chapters 186 and 208; 18 and 19 Victoria, chapters 177 and 188; 19 and 20 Victoria, chapter 120; and 20 and 21 Victoria, chapters 18, 72, 121, and 136; 21 and 22 Victoria, chapters 56, 58, 67, 89, and 101; 22 Victoria, chapter 3; and 22 and 23 Victoria, chapters, 31, 44, 81, 95, and 134, relating to the London and South-Western Railway Company; and 6 William IV., chap. 36; and 1 and 2 Victoria, chap. 26; 3 Victoria, chap. 47; 4 and 5 Victoria, chap. 41; 8 and 9 Victoria, chap. 155; 9 and 10 Victoria, chap. 181; 11 and 12 Victoria, chaps. 28, 77, 82, and 95; 14 and 15 Victoria, chap. 22; 15 and 16 Victoria, chap. 9; 18 and 19 Victoria, chap. 63; and 20 Victoria, chapter 1, relating to the Bristol and Exeter Railway Company; 7 and 8 Victoria, chap. 68; 9 and 10 Victoria, chap. 402; 10 and 11 Victoria, chap. 242; 14 and 15 Victoria, chap. 53; 17 and 18 Victoria, chap. 122; 20 Victoria, chap. 1; and 20 and 21 Victoria, chapter 8, relating to the South Devon Railway Company; and 1 and 2 Victoria, chapter 27; 8 and 9 Victoria, chapter 107; 9 and 10 Victoria, chapter 355; 10 and 11 Victoria, chapter 273; and 14 and 15 Victoria, chapter 83, relating to the North Devon Railway and Dock Company; and 8 and 9 Victoria, chapter 88; and 13 and 14 Victoria, chapter 24, relating to the Exeter and Crediton Railway Company; and 16 and 17 Victoria, chapter 140, relating to the Bideford Extension Railway Company. And to exempt the before-named railways, so far as may be necessary for the purposes of the Bill, from the operation of the Act for regulating the gauge of railways.

Plans and sections of the proposed railways, and of the lands proposed to be taken, with a book of reference to such plans and a published map, with the lines of the proposed railways delineated thereon, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November, 1859, be deposited for public inspection with the Clerk of the Peace for the county of Devon, at his office at Exeter, in that county, and with the Clerk of the Peace for the county of the city of Exeter, at his office at Exeter, in that county; and, on or before the said 30th day of November, 1859, 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, or any part thereof is intended to be made, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection in the case of each parish with the parish clerk thereof, at his residence, and in the case of each extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

Printed copies of the said intended Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December, 1859.

Dated this 10th day of November, 1859.

Bircham, Dalrymple, and Drake, 46, Parliament-street, Westminster, Solicitors for the proposed Bill.

London and South-Western Railway Company.

(New Line to connect Exeter Extension and Bristol and Exeter Railways—Alteration of or Addition to Gauge on parts of Bristol and Exeter, and South Devon Railways, and on Exeter and Crediton, North Devon, and Bideford Extension Railways—Running Powers over those Railways—Arrangements with their respective Owners—Lease of Exeter and Crediton, North Devon and Bideford Extension Railways—Further Capital and Borrowing Powers for all the Companies—Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to effect the objects or some of the objects following (to wit).

To empower the London and South-Western Railway Company (hereinafter called the South-Western Company), to make and maintain a railway to be wholly situate in the parish of Saint David, in the county of the city of Exeter with all proper stations, sidings, works, and conveniences connected therewith, in the same parish, and in the parish of St. Thomas the Apostle, in the county of Devon or one of them, commencing by a junction with the Exeter Extension Railway, at or near the terminus (as authorised by "The London and South-Western Exeter Extension Act, 1856"), of that extension railway, at the road called Queen-street, or Queen-street-road, near the Exeter City Gaol, and terminating by a junction with the Bristol and Exeter Railway, at or near the northern end of the station of that railway, in the same parish.

To empower the South-Western Company to cross, stop up, alter, or divert all turnpike and other roads, highways, streets, footways, drains, sewers, railways, tramways, aqueducts, pipes, canals, rivers, and streams, within the said parish of Saint David, which they may require to cross, stop up, alter, or divert, by reason or for the purposes of the intended railway and works.

To empower the South-Western Company to purchase and take, by compulsion or agreement, lands and buildings in the several parishes of St. David and St. Thomas the Apostle aforesaid, for the purposes aforesaid, and other the purposes of the Bill, and to vary or extinguish any rights and privileges connected therewith.

To empower the South-Western Company and the Bristol and Exeter Railway Company, or one of them, to lay down additional rails on or upon any part of that portion of the Bristol and Exeter Railway, which lies to the southward of a point on that railway, situate one hundred yards to the northward of the junction between the Exeter and Crediton Railway and the Bristol and Exeter Railway, near Cowley Bridge; and also in the aforesaid station of the Bristol and Exeter Railway Company, in the parish of Saint David, and the warehouses, sheds, works, and conveniences connected therewith, so as to admit of the use of that portion of railway and of that station and their works and conveniences respectively, by engines and carriages adapted to the narrow gauge, as well as those adapted to the broad gauge, and to make all such alterations in, and additions to the said station and the buildings, works, and conveniences connected therewith as shall appear necessary or expedient.

To empower the South Western Company and the South Devon Railway Company, or one of them, to lay down additional rails on or upon any

part of the northernmost portion, in the parishes of St. David and St. Thomas the Apostle aforesaid, of the South Devon Railway, of and not exceeding the length of two furlongs, and the works and conveniences connected therewith, so as to admit of the use of that portion of railway by engines and carriages adapted to the narrow gauge as well as those adapted to the broad gauge; and to make all such alterations in, and additions to that portion of railway, and the buildings, works and conveniences connected therewith as shall appear necessary or expedient.

To empower the South Western Company, the Exeter and Crediton Railway Company, or one of them, to lay down on the Exeter and Crediton Railway, and the South Western Company, and the North Devon Railway and Dock Company, or one of them, to lay down on the North Devon Railway, and the South Western Company, and the Bideford Extension Railway Company, or one of them, to lay down on the Bideford Extension Railway, throughout the whole length of those railways respectively, rails, so as to admit of the use thereof respectively, by engines and carriages adapted to each of the said gauges, or wholly to alter the gauge of those railways respectively, by removing all or any of the rails laid thereon respectively on the broad gauge, and by substituting rails to be laid thereon respectively on the narrow gauge.

To empower the South Western Company to run over, work, and use by and with their officers and servants, engines and carriages, and for the purposes of traffic of every description, the before described parts of the Bristol and Exeter and South Devon Railways, and the Exeter and Crediton Railway, the North Devon Railway, and the Bideford Extension Railway, with the stations, approaches, water, water engines, sidings, machinery, booking offices, works and conveniences connected therewith respectively, and to require the Bristol and Exeter Railway Company, the South Devon Railway Company, the Exeter and Crediton Railway Company, the North Devon Railway and Dock Company, and the Bideford Extension Railway Company respectively, to afford all necessary facilities for that purpose, on such terms and conditions as may be agreed upon or as, in default of agreement, shall be determined by the Board of Trade or by arbitration.

To authorise the Exeter and Crediton Railway Company, the North Devon Railway and Dock Company, and Bideford Extension Railway Company, respectively to let to the South-Western Company all or any parts of their respective undertakings, railways, lands, hereditaments, plant, stock, works, and conveniences; powers, rights, and privileges, and to authorise the South-Western Company to take such leases.

To authorise and give effect to contracts and arrangements between the South-Western Company and all or any of the other before-named Companies, for or with reference to all or any of the objects aforesaid, and the payments and allowances to be made by or to the South-Western Company, in respect of the alteration of the gauge of any of the said railways, and any other matters incidental to or connected with the objects aforesaid; and also for or with reference to the maintenance, working, and use by the South-Western Company, of all or any part of the railways and works of the other before-named Companies, or any of them, the management, collection, transmission, and delivery of the traffic thereon, the supply and maintenance of stock and plant, officers and servants, the fixing, collection, division, ap-

portionment, and appropriation of the tolls and other income arising therefrom, and the contributions, tolls, or other sums payable, and allowances to be made by each, or any one or more, of the contracting Companies to the other or others of them, and the application thereof.

To authorise and give effect to contracts and arrangements between the South-Western Company and the Bristol and Exeter Railway Company and the South Devon Railway Company, or either of the two last-named Companies, for or with reference to the use of the station or stations at Exeter of the two last-named Companies, or of either of them, by the South-Western Company, and the accommodation therein of the traffic going to or passing from the Exeter Extension Railway or any of the other before-mentioned railways; the appropriation, partition, allotment, re-arrangement, and re-construction of such station or stations; the joint use, maintenance, and management thereof, or of any parts thereof, the tolls to be taken thereat, or for the use thereof; the division, apportionment, and appropriation of such tolls, and the payments and allowances to be made by each or either of the contracting Companies to the other or others of them, for or in respect of such use and accommodation, and any matters connected therewith.

To provide for the settlement by agreement, and in default of agreement, for the determination by the Board of Trade or by arbitration of the amount of the expense of or incident to the carrying out of any of the objects and purposes aforesaid, and of any questions of compensation between the several Companies aforesaid connected therewith, and by which of the before-named Companies, and in what (if any) proportions such expense and compensation shall be paid, and whether in gross sums or by periodical or other payments, and what (if any) gross, periodical, or other payments and allowances shall be made or allowed by any or either of the said Companies, to any other or others of them, for or in respect of such objects and purposes, and any benefits accruing thereby.

To empower the South Western Company to levy tolls, rates, and duties upon and in respect of the said intended new railway, and any of the railways or portions of the railways before mentioned, which, under the Bill, they may run over, lease, work, or use; and to alter the tolls, rates, and duties which the South Western Company and the other before named Companies respectively, or either of them, are now authorized to levy upon and in respect of their respective railways; and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties.

To empower the South Western Company and the other before named Companies respectively, for all or any of the purposes of the Bill, and of any such contracts and arrangements, to apply their respective corporate funds, and to raise further money by the creation of new shares and stock, with or without any guarantee, preference, or priority in payment of interest or dividend, and other special privileges, and by borrowing on mortgages and bonds, and also to grant rent charges and annuities.

To empower the South Western Company to take and to hold shares in and subscribe towards the undertakings of either of the before named Companies, and to lend money to each of the same Companies, and to apply its corporate funds, and raise further money by all or any of the means aforesaid for those purposes.

To vary or extinguish all rights and privileges which would interfere with the objects of the Bill, or such contracts or arrangements, and to confer other rights and privileges.

To amend or repeal (as far as may be necessary) for the purposes aforesaid, the general Act 9 and 10 Victoria, cap. 57, for regulating the gauge of railways, and the local and personal Acts following (to wit): 4 and 5 William IV., chapter 88; 1 Victoria, chapter 71; 1 and 2 Victoria, chapter 27; 2 and 3 Victoria, chapter 28; 4 and 5 Victoria, chapters 1 and 39; 7 and 8 Victoria, chapters 5, 63, and 86; 8 and 9 Victoria, chapters 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Victoria, chapters 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Victoria, chapters 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Victoria, chapters 75, 85, 87, 89, 125, and 157; 51 George III., chapter 196; 12 and 13 Victoria, chapters 33 and 34; 13 and 14 Victoria, chapter 24; 14 and 15 Victoria, chapter 83; 16 and 17 Victoria, chapters 99 and 164; 17 and 18 Victoria, chapters 186 and 208; 18 and 19 Victoria, chapters 177 and 188; 19 and 20 Victoria, chapter 120; 20 and 21 Victoria, chapters 18, 72, 121, and 136; 21 and 22 Victoria, chapters 56, 58, 67, 89, and 101; 22 Victoria, chapter 3; and 22 and 23 Victoria, chapters 31, 44, 81, 95, and 134, relating to the London and South-Western Railway Company; and 6 William IV., chapter 36; and 1 and 2 Victoria, chapter 26; 3 Victoria, chapter 47; 4 and 5 Victoria, chapter 41; 8 and 9 Victoria, chapter 155; 9 and 10 Victoria, chapter 181; 11 and 12 Victoria, chapters 28, 77, 82, and 95; 14 and 15 Victoria, chapter 22; 15 and 16 Victoria, chapter 9; 18 and 19 Victoria, chapter 63; and 20 Victoria, chapter 1, relating to the Bristol and Exeter Railway Company; 7 and 8 Victoria, chapter 68; 9 and 10 Victoria, chapter 402; 10 and 11 Victoria, chapter 242; 14 and 15 Victoria, chapter 53; 17 and 18 Victoria, chapter 122; 20 Victoria, chapter 1; and 20 and 21 Victoria, chapter 8, relating to the South Devon Railway Company; 1 and 2 Victoria, chapter 27; 8 and 9 Victoria, chapter 107; 9 and 10 Victoria, chapter 355; 10 and 11 Victoria, chapter 273; and 14 and 15 Victoria, chapter 83, relating to the North Devon Railway and Dock Company; 8 and 9 Victoria, chapter 88; and 13 and 14 Victoria, chapter 24, relating to the Exeter and Crediton Railway Company; and 16 and 17 Victoria, chapter 140, relating to the Bideford Extension Railway Company; and to exempt the before-named railways, so far as may be necessary for the purposes of the Bill, from the operation of the Act for regulating the gauge of railways.

Plans and sections of the proposed railway, and of the lands proposed to be taken, with a book of reference to such plans, and a published map, with the line of the proposed railway delineated thereon, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November, 1859, be deposited for public inspection with the Clerk of the Peace for the county of the city of Exeter, at his office in Exeter, and with the Clerk of the Peace for the county of Devon, at his office at Exeter, and on or before the said 30th day of November, 1859, 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 proposed railway, or any part thereof, is intended to be made, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection, in the case of each parish, with the parish clerk thereof, at his resi-

dence, and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December, 1859.

Dated this 10th day of November, 1859.

Bircham, Dalrymple, and Drake, 46, Parliament-street, Westminster, Solicitors for the proposed Bill.

Pimlico and West London Junction Railway.

(Incorporation of Company; Construction of Railway to form a direct communication north of the Thames, between the Victoria Station and Pimlico Railway and the West London Extension Railway; Power to make Agreements with West London Extension Railway Company and other Companies; and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to incorporate a Company, hereinafter called "the 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 stations, works, and conveniences connected therewith, such railway commencing by a junction with the West London Extension Railway, as authorized by the "West London Extension Railway Act, 1859," at a point in the parish of Fulham, about 44 yards north of Fulham-road-bridge, and terminating by a junction with the authorized line of the Victoria Station and Pimlico Railway Company, at a point in the parish of St. George's, Hanover-square, about 166 yards from the bridge over the Grosvenor-canal, known as Ebury-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, that is to say, Fulham, Kensington, St. Mary Abbots, Kensington, Chelsea, St. Luke's, Chelsea, and St. George's, Hanover-square, all in the county of Middlesex.

To construct and maintain certain portions of the said intended railway in the line of the intended extension of the Thames embankment, authorized to be constructed by the Commissioners of Her Majesty's Works and Public Buildings, and in connexion with the works for the extension of the said authorized embankment, and to make such arrangements and agreements with the said Commissioners as may be necessary for this purpose.

To purchase and take by compulsion or agreement, lands, buildings, and hereditaments, for the purposes of the said intended undertaking.

To alter, divert, or stop up all turnpike and other roads, highways, streets, railways, tramways, aqueducts, canals, streams, and rivers within or adjoining to the aforesaid parishes, townships, and extraparochial or other places, or any of them, with which it may be necessary to interfere in the construction of the said intended works.

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

To authorize the levying of tolls, rates, duties, and other charges for and in respect of the use of the said intended railway and works, and to grant exemptions from such tolls, rates, duties, and charges.

And it is also intended by the said Act to enable the Company and the Great Western Railway Company, the London and North-Western Railway Company, the West London Railway Company, the West London Extension 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 lastnamed Companies of the said intended railway and works, and also with respect to the conduct, regulation, and management of the traffic of the said intended railway, and with respect to the tolls, charges, or other sums to be paid in respect of the use of the same, and with respect to the apportionment between and among the Companies, parties to such arrangements or agreements, of tolls and charges received for traffic passing to, from, or over the said intended railway;

And also to empower the said last-named Companies, or any or either of them, to acquire and hold shares in the capital of the Company, or otherwise to contribute towards the proposed undertaking, and for that purpose to apply any part of the capital already authorized by them, or to raise additional monies by the creation of shares, with or without preference, or by mortgage or bonds.

And also to empower the Company and the Victoria Station and Pimlico Railway Company, to agree with respect to the use by the Company, 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 powers will also be taken, so far as necessary, to alter, amend, and enlarge the powers and provisions of the Acts following, or any of them, that is to say, "The Victoria Station and Pimlico Railway Act, 1858," and "The Victoria Station and Pimlico Railway Act, 1859." The Acts relating to the West London Railway and the Kensington Canal, or either of them, that is to say, local and personal, 5 Geo. 4, 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; 17 and 18 Vict., cap. 204, and 22 and 23 Vict., cap. 134; "The West London Extension Railway Act, 1859," 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. 4, cap. 107; 6 Wm. 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., session 2, cap. 28; 6 Vict., cap. 10; 7 Vict., cap. 3; 7 and 8 Vict., caps. 68 and 69; 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, 326, 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, 74, 81, and 131; 15 and 16 Vict., caps. 117, 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, 163, 192, 202, 204, 207, 209, 215, and 222; 18 Vict., caps. 11, 59, 69, 102, and 139; 18 and 19 Vict., caps. 151, 171, 172, and 191; 19 and 20 Vict., caps. 109, 123, 132, 126, and 137; 22 and 23 Vict., caps. 1, 64, and 120; 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 17 and 18 Vict., cap. 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, entitled "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, 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 Vict., caps. 73, 107, 114, 118, 120, 121, 131, 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., caps. 172 and 191; 19 and 20 Vict., caps. 52, 69, and 123; 20 and 21 Vict., caps. 64, 98, and 108; 21 and 22 Vict., caps. 130 and 131; and 22 and 23 Vict., caps. 2, 88, and 113.

A plan and section in duplicate of the said intended railway and works, and of the lands and property proposed to be purchased and taken as aforesaid, together with a book of reference to such plan, and also a copy of this notice, as published in the London Gazette, together with a published map with the line of railway 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 a copy of so much of the said plan, section, and book of reference as relates to each of the parishes in or through which the said railway and works are proposed to be made, and also a copy of the said Gazette notice will be deposited on or before the same date with the clerk of the vestry of each of the said parishes of Kensington, St. Mary Abbot's, Kensington, Chelsea, St. Luke's, Chelsea, and St. George's, Hanover-square, and with the clerk of the District Board of the parish of Fulham.

And 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, 1859.

Robinson, Webster, and Robinson, 6, Half-moon-street, Solicitors for the Bill.

Theodore Martin, 10, New Palace-yard, Westminster, Parliamentary Agent.

Border Counties and North British Railway Companies.

(Powers of Sale, Purchase, Lease, or Amalgamation; Running Powers over portion of Newcastle and Carlisle Railway; and Use of Stations; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament, in the next session, for an Act to vest, or authorise, or provide for the vesting of the undertaking of the Border Counties Railway Company in the North British Railway Company, by sale, purchase, or lease, or otherwise to amalgamate, or authorise or provide for the amalgamation of the said two

Companies, and their respective undertakings and capital stocks.

And it is proposed by the said intended Act to dissolve, or authorise or provide for the dissolution of the Border Counties Railway Company, or of both the said Companies; and in the latter event, to incorporate or provide for the incorporation of a new Company, and to vest, or authorise or provide for the vesting of all or certain of the lands, works, property and effects, powers, rights, privileges, liabilities, and obligations of the Border Counties Railway Company in the North British Railway Company permanently, or for the term of any such lease, or of both the said Companies in the new Company, as the case may require.

And it is proposed by the said intended Act to fix and regulate, or provide for the regulation of the capital of the two Companies, and to enact or authorise such alterations in the preference shares of both or either of the said Companies with respect to priority and amount of dividend, and the profits subject thereto, or otherwise, as may be deemed necessary or expedient, and to create, or authorise or provide for the creation of new shares by the North British Railway Company, or by the new Company, with or without preference or guarantee of payment or amount of dividend, and to authorise the levying of tolls, rates, and duties, the alteration of existing tolls, rates, and duties, the conferring, varying, or extinguishing of exemptions from payment of tolls, rates, and duties, and of other rights and privileges, and to enact or provide for all such powers, provisions, matters, and things, as may be necessary, convenient, or proper for effecting any such sale, purchase, lease, or amalgamation as aforesaid, upon such terms and conditions as may be agreed upon between the said two Companies, or as may be prescribed or provided for by the said intended Act; and to authorise the said two Companies, or either of them, or the new Company, to carry into full and complete effect any agreement or agreements between the said two Companies, for effecting the objects aforesaid, or any of them, and to confirm any such agreement or agreements as may be entered into between them prior to the passing of the said intended Act.

And it is further intended by the said Act to empower the North British Railway Company and the Border Counties Railway Company, or either of them, or the new Company, to run over and use, with their own engines, carriages, and waggons, so much of the Newcastle-upon-Tyne and Carlisle Railway as is situate between the point of junction of the Border Counties Railway therewith and Newcastle-upon-Tyne, and also to use all stations, including the station at or near Hexham, works, wharves, and conveniences connected therewith, and also the station at Newcastle-upon-Tyne, upon such terms and conditions, and upon payment of such tolls as may from time to time be agreed upon between the North British Railway Company and the Border Counties Railway Company, or either of them, or the new Company, on the one hand, and the Company or Companies to whom the said portion of railway, stations, works, and conveniences may belong, on the other hand, or as may be provided by or under the provisions of the intended Act; and to alter and regulate the existing tolls authorised to be taken for the use of the said portion of railway, and to provide for and require the Company or Companies to whom the said portion of railway and stations may belong, to grant facilities for the interchange, transmission, and conveyance of traffic to, from, or over the North British Railway

and the Border Counties Railway, or either of them, or the railways of the new Company to, from, or over the Newcastle-upon-Tyne and Carlisle Railway, or any part thereof.

And it is proposed by the said intended Act to repeal or amend all or some of the provisions of the several Acts relating to the said Companies, especially "The North British Railway Consolidation Act, 1859;" "The Border Union (North British) Railways Act, 1859;" "The North British and Selkirk Railways Amalgamation Act, 1854;" "The Border Counties Railway (North Tyne Section) Act, 1854;" "The Border Counties Railway (Liddesdale Section and Deviations) Act, 1859;" an Act passed in the tenth year of the reign of King George the Fourth, intituled "An Act for making a Railway or Tramroad from the town of Newcastle-upon-Tyne, in the county of the town of Newcastle-upon-Tyne, to the city of Carlisle, in the county of Cumberland, with a branch thereout;" the local and personal Acts passed respectively in the 2nd and 3rd, and 5th and 6th years of the reign of King William the Fourth; the 1st and 2nd, the 4th and 5th, the 9th and 10th, the 12th and 13th, the 13th and 14th, and the 17th and 18th years of the reign of Her present Majesty, relating to the Newcastle-upon-Tyne and Carlisle Railway, and the local and personal Acts following, relating to the North-Eastern Railway Company; that is to say: 5 Vict., sess. 2, cap. 80; 6 Vict., cap. 8; 7 Vict., cap. 27; 8 and 9 Vict., caps. 92 and 163; 9 Vict., cap. 58; 9 and 10 Vict., caps. 95, 96, 207, 235, 242, 264, and 330; 10 and 11 Vict., caps. 117, 133, 134, and 263; 11 and 12 Vict., caps. 24, 55, and 81; 12 and 13 Vict., cap. 58; 13 and 14 Vict., cap. 53; 14 Vict., cap. 39; 14 and 15 Vict., caps. 84 and 85; 15 Vict., caps. 36, 37, and 114; 15 and 16 Vict., cap. 127; 17 Vict., cap. 73; 17 and 18 Vict., caps. 164 and 211; 20 and 21 Vict., caps. 19, 33, and 46; and 22 and 23 Vict., caps. 10, 91, and 100; and of any other Act or Acts of Parliament recited in any of the before-mentioned Acts, or relating to or affecting the above-mentioned Companies, and undertakings, or works, or any other Company or body who, or whose property or interests, may be affected by any of the powers or provisions of the said intended Act.

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

Dated 12th November, 1859.

Dalmahoy and Wood, W.S., Edinburgh.
Lows, Glynn, and Mayson, Newcastle-upon-Tyne.

Oxford, Worcester, and Wolverhampton, Newport, Abergavenny, and Hereford, Worcester and Hereford Railways.

(Amalgamation; Purchase; Lease; Working Arrangements; Agreements with Midland Railway Company.)

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

To authorise the making from time to time and the performing of agreements between the Worcester and Hereford Railway Company on the one hand, and the Newport, Abergavenny, and Hereford, and Oxford, Worcester, and Wolverhampton Railway Companies (hereinafter called

the Two Companies), on the other hand, for the taking on lease or for the purchase by those two Companies, in such proportions as may be agreed upon, of the undertaking of the Worcester and Hereford Railway Company, and all the lands and other property, whether real or personal, and all the powers, rights, and privileges, duties, and liabilities of the same Company, either in consideration of an annual rent, or of a sum in gross, or by the guarantee of dividends or interest on the capital of whatever kind of the Worcester and Hereford Railway Company, or by the conversion of that capital into the capital of the two Companies, and the adoption by the two Companies of the debts and pecuniary liabilities of the Worcester and Hereford Railway Company or by all those or any other means.

To authorise agreements between the said three Companies for the amalgamation of their several undertakings, lands, property, and estates, whether real or personal, into one undertaking, and the vesting of the united undertaking, and of all the rights, powers, and interests, debts, duties, and liabilities of the several Companies, in one of the said Companies, or in another and new Company, to be incorporated by, or under the powers of the Bill.

It is intended also that the Bill shall authorise the two Companies to agree with the Worcester and Hereford Railway Company for the use of the Worcester and Hereford Railway, with the engines and carriages of the two Companies, or the supply to the Worcester and Hereford Railway Company of rolling stock and machinery, and also officers and servants for the conduct of the traffic of the said railway, and with respect to the interchange, accommodation, and conveyance of traffic coming from, or destined for, or which might be conveyed upon the undertaking of the contracting Companies, and with respect to the working, use, maintenance, and management of the said undertakings, or the parts thereof, to which the contract extends; and the payments to be made, and the conditions to be fulfilled with respect to such maintenance, working, use, and services, and the apportionment and division of tolls and other moneys arising from the traffic of the said Companies; and the Bill will also enable the contracting Companies to appoint joint committees, and to delegate to those committees the necessary powers for carrying into effect the agreements entered into under the provisions of the Bill.

The Bill will authorise the three Companies before named, or the two Companies when they shall have acquired the Worcester and Hereford Railway, or the amalgamated Company on the one hand, and the Midland Railway Company on the other hand, to agree for the use by the last named Company of the Worcester and Hereford Railway; and as to the conveyance, accommodation, and interchange of traffic arising from or destined for the Midland Railway, and the payments to be made in respect of such use and traffic, and the fixing, apportionment, and division of the tolls and other revenue arising from the traffic of the contracting Companies.

Instead of giving powers to make such agreements as aforesaid, the Bill may itself contain enactments whereby the objects, or any of the objects, contemplated by such agreements, shall be attained.

For the foregoing purposes, and in other respects, the Bill will extend, amend, and, when needful, repeal, certain of the provisions of the following Acts, namely, "The Worcester and Hereford Railway Acts, 1853, 1858, and 1859 (16 and 17 Victoria, cap. 184; 21 and 22 Victoria,

cap 142; and 22 and 23 Victoria, cap. 17). The Newport, Abergavenny, and Hereford Railway Acts, 1846 (9 and 10 Victoria, cap. 203); 1847 (10 and 11 Victoria, caps. 86 and 177); and the other Acts relating to the same Company, passed in the years 1853, 1857, and 1858. The Oxford, Worcester, and Wolverhampton Railway Act, 1845, and the other Acts bearing the name of that Company, passed in the sessions of 1846, 1848, 1850, 1852, 1853, 1854, 1855, 1856, 1858, and 1859; and the Act 7 and 8 Victoria, cap. 18, and the other Acts relating to the Midland Railway Company.

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 10th day of November, 1859.

Burchells, 5, Broad Sanctuary, Westminster;

Johnston, Farquhar, and Leech, 4, Old Palace-yard;

Solicitors for the Bill.

Oxford, Worcester, and Wolverhampton, and Severn Valley Railways.

(Amalgamation; Purchase; Lease; Working and other Agreements, &c.)

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

To authorise the making from time to time and the performing of agreements between the Oxford, Worcester, and Wolverhampton Railway Company, on the one hand, and the Severn Valley Railway Company on the other hand, for the taking on lease, or for the purchase and sale of the undertaking of the Severn Valley Railway Company, and all the lands and other property, whether real or personal, and all the powers, rights, and privileges, duties, and liabilities, of the same Company, either in consideration of an annual rent, or of a sum in gross, or by the guarantee of dividends or interest on the capital of whatever kind of the Severn Valley Railway Company, or by the conversion of that capital into the capital of the Oxford, Worcester, and Wolverhampton Railway Company, the adoption by the Oxford, Worcester, and Wolverhampton Railway Company of the debts and pecuniary liabilities of the Severn Valley Railway Company, or by all those or any other means.

To authorise agreements between the said Companies for the amalgamation of their several undertakings, lands, property, and estates, whether real or personal, into one undertaking, and the vesting of the united undertaking, and of all the rights, powers, and interest, debts, duties, and liabilities of the several Companies in one of the said Companies, or in another and new Company, to be incorporated by or under the powers of the Bill.

It is intended also that the Bill shall authorise the Oxford, Worcester, and Wolverhampton Railway Company to agree with the Severn Valley Railway Company for the use of the Severn Valley Railway, or the supply of rolling stock and machinery, and also officers and servants for the conduct of the traffic of the said railway, and with respect to the interchange, accommodation, and conveyance of traffic coming from, or destined for, or which might be conveyed upon the undertakings of the contracting Companies, and with respect to the working, use, maintenance, and management of the Severn Valley Railway, or the parts thereof to which the contract extends; and

the payments to be made and the conditions to be fulfilled with respect to such maintenance, working, use, and services, and the apportionment and division of tolls and other moneys arising from the traffic of the said Companies; and the Bill will also enable the contracting Companies to appoint joint committees, and to delegate to those committees the necessary powers for carrying into effect the agreements entered into under the provisions of the Bill.

Instead of giving powers to make such agreements as aforesaid, the Bill may itself contain enactments whereby the objects or any of the objects contemplated by such agreements shall be attained.

For the foregoing purposes, and in other respects, the Bill will extend, amend, and when needful, repeal certain of the provisions of the following Acts, namely, "The Oxford, Worcester, and Wolverhampton Railway Act. 1845," and the other Acts bearing the name of that Company, passed in the sessions of 1846, 1848, 1850, 1852, 1853, 1854, 1855, 1856, 1858, and 1859, and the Acts relating to the Severn Valley Railway Company, namely, "The Severn Valley Railway Acts, 1855, 1856, and 1858."

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 14th day of November, 1859.

Burchells, 5, Broad Sanctuary, Westminster.

G. T. Porter, 4, Victoria-street, Westminster.

North Staffordshire Railway.

(Relinquishment of certain Works; Powers for Purchase or Lease of the Silverdale and Newcastle Railway and the Newcastle-under-Lyme Canal by the North Staffordshire Railway Company, and for Agreements between the respective Owners of those undertakings; Provision for Legalising and Maintaining Canal Extension Railway; Capital Arrangements; Consolidation and Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, by the North Staffordshire Railway Company, herein called "The Company," for leave to bring in a Bill to effect all, or some of the following objects (that is to say):—

To relinquish the construction of certain of the railways and parts of railways authorised by the North Staffordshire Railway Branches Act, 1854 (that is to say):—

So much of the railway first described in the second section of the said Act as lies between a point in a certain field numbered 58, in the parish of Astbury, on the plans referred to in such Act, and the terminus of such railway in the town of Congleton.

So much of the railway secondly described in the second section of the said Act as lies between the road numbered 179, in the parish of Stoke-upon-Trent, upon the plans referred to in such Act, and the terminus of such railway at or near Winton's Field.

The three railways lastly described in the second section of the said Act, the first of which railways is therein described as terminating by a junction with the North Staffordshire Railway at or near to the Congleton station, the second of which is therein described as terminating in the parish of Caverswall, and the third of which is

therein described as terminating in the parish of Burslem.

To authorise the North Staffordshire Railway Company, and all persons using their railway, to use with their engines, carriages, waggons, and trucks, the Silverdale and Newcastle Railway, and also the Canal Extension Railway, and all stations, sidings, works, and conveniences respectively connected therewith, upon payment of such tolls and upon such terms and conditions as may be prescribed in the said Bill.

To authorise the undertakers of the Silverdale and Newcastle Railway, and the Newcastle-under-Lyme Canal Company, or either of them, to sell or let their undertaking to the Company, and to authorise the Company to purchase, or take and hold the same respectively on lease, either compulsory, or for such consideration, or upon such rent, and upon such other terms, covenants, and conditions, as may be mutually agreed upon between the parties to the arrangement, and to sanction and confirm any agreement that may have been entered into between the same parties, or any of them, touching any of the matters aforesaid, prior to the passing of the said Bill.

To authorise contracts and agreements between the Company and the undertakers of the Silverdale and Newcastle Railway, touching the maintenance, management, use, and working of their Silverdale and Newcastle Railway, and the stations and conveniences connected therewith, and the interchange of traffic passing thereon, or therefrom, and the division or apportionment of tolls taken in respect of the use thereof, and of the passage thereover of engines, carriages, and trucks, and the application of any moneys belonging to them respectively, or which they are severally authorised to raise for or towards any of such purposes.

To authorise contracts and agreements between the Company and the Newcastle-under-Lyme Canal Company, touching the maintenance and management and working of the Newcastle-under-Lyme Canal, and the railways, wharves, and conveniences connected therewith, and the application of any moneys belonging to them, or which they are severally authorised to raise for, or towards any of such purposes.

To legalise and authorise the maintenance and improvement of the railway connecting the Newcastle-under-Lyme Canal with the Silverdale and Newcastle Railway, and to provide for the passage thereon of engines and carriages, and the payment in respect of the use thereof of tolls, rates, and charges.

To divide the shares of the North Staffordshire Railway Company, or some of them, into shares of different denominations, and to alter and reduce the nominal amount and value of such shares, or some of them, or some parts thereof, into stock.

To authorise the North Staffordshire Railway Company to raise money by the creation of shares, and to borrow money on mortgage, and to attach any preference or priority in payment of dividends or any other advantages to any shares or stock created, or to be created, by them, and to apply their corporate funds to all or any of the purposes of the said Bill.

To repeal, consolidate, alter, amend, or enlarge the several local and personal Acts following (that is to say):—1 Will. IV., cap. 55; 9 and 10 Vic., cap. 85; 10 and 11 Vic., cap. 108; 11 and 12 Vic., caps. 66 and 83; 13 and 14 Vic., cap. 55; 17 and 18 Vic., cap. 194; and 22 and 23 Vic., cap. 126, relating to the North Staffordshire Railway Company; also the 22 and 23 Vic., cap. 114, relating to the Silverdale and Newcastle Railway;

also the 35 Geo. III., cap. 87, relating to the Newcastle-under-Lyme Canal.

And notice is hereby further given that 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, 1859.

Burchells, 5, Broad-sanctuary, Westminster.

Apedale and Audley Mineral Railways.

(Incorporation of Company; Construction of Railways in the district of Audley, in North Staffordshire; Powers to North Staffordshire Railway Company in reference thereto; Arrangement Powers between New Company and North Staffordshire Railway Company; Levying Tolls; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to authorise and effect the objects and purposes following, or some of them (that is to say):—

To incorporate a company herein called "The Company." To make and maintain the following railways, with stations, works, and conveniences connected therewith respectively, namely:—

LINE No. 1.—A railway commencing by a junction with the branch of the North Staffordshire Railway to the Apedale Ironworks, at or near a certain close or piece of land numbered 44, in the parish of Wolstanton, and county of Stafford; on the plans, and in the book of reference, relating to the said branch referred to in the 4th section of the "North Staffordshire Railway Act, 1847," and terminating in the parish of Audley, and county of Stafford, at or near the furnaces recently erected by the North Staffordshire Coal and Iron Company (limited), in a plot of land occupied by the said last-mentioned Company and Joseph Colclough, or one of them, which said railway and the works connected therewith will pass from, in, through, or into the several parishes, townships, and extra parochial places following, or some of them (that is to say):—Wolstanton, Betley, Apedale, Chesterton, Audley, Eardley End, Bignall, Bignall End, Bignall Hill, Knowle End, Redstreet, Talk-o'-th'-Hill, Park End, Halmer End, and Chatterley, all in the county of Stafford.

LINE No. 2.—A railway commencing by a junction with the line No. 1 hereinbefore described at or near the point where the first-mentioned railway is intended to cross the road, called Raven's-lane, leading from Audley to Bignall Hill, near the Plough Inn, occupied by William White, in the parish of Audley, and county of Stafford, and terminating in or near a close of land adjoining the farmhouse, called Red Hall, belonging, or reputed to belong, to Charles Wicksted, Esquire, in the parish of Audley, and county of Stafford, and passing in, through, or into the several parishes, townships, and extra parochial places following, or some of them (that is to say):—Audley, Alsager Bank, Halmer End, Madeley, and Leycett, all in the county of Stafford.

To incorporate with the said Act "The Lands Clauses Consolidation Act, 1845," "The Companies Clauses Consolidation Act, 1845," and "The Railway Clauses Consolidation Act, 1845," with any modifications thereof which may appear expedient.

To enable the North Staffordshire Railway Company to make, maintain, use, and work the hereinbefore-described railways, or either of them, and to subscribe for and hold shares in the Company to be incorporated to such an amount as may be

prescribed in the said Bill, or otherwise, and for either of such purposes to authorise the North Staffordshire Railway Company to apply the moneys which they have raised, or are authorised to raise, or to raise an additional, or a distinct capital, by the creation of new shares, with or without preference or priority in the payment of dividends, and by mortgage, or by either of those means; and to keep in respect of such capital, and the receipts and disbursements of, and for the intended railways, and to make a separate division of profits, and to guarantee a fixed or other dividend or interest on the capital of the Company, or on the moneys applied in the construction of the intended railways.

To enable the Company and the North Staffordshire Railway Company to enter into contracts and arrangements with reference to the construction, working, maintenance, and use of the said intended lines of railway and works, and as to the apportionment of the tolls in respect of traffic thereon, and the payments to be made by or to the North Staffordshire Railway Company for working or using the same, and to enable the North Staffordshire Railway Company to work and use such intended railways and works, or any part thereof, and to receive and levy rates and tolls in respect thereof.

To authorise lateral deviations from the lines of the said railways and works to the extent, or within the limits shown upon the plans hereinafter mentioned, and to form junctions with any railways at the commencement and termination, and in the line or course of the said intended railways, in the several parishes, townships, and extra-parochial places aforesaid, or any of them. To cross, stop up, alter, or divert, either temporarily or permanently, any turnpike or other roads, highways, streets, footways, railways, tramroads, aqueducts, canals, rivers, navigations, sewers, drains, and streams in the several parishes, townships, and extra-parochial places before mentioned, or any of them.

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

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

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

And for the purposes aforesaid powers will be taken to alter, amend, extend, and enlarge some of the provisions of the several local and personal Acts of Parliament following, relating to or affecting the North Staffordshire Railway, viz. :—1 Will. 4, cap. 55; 9 and 10 Vic., cap. 85; 10 and 11 Vic., cap. 108; 11 and 12 Vic., caps. 66 and 83; 13 and 14 Vic., cap. 55; 17 and 18 Vic., cap. 194; and 22 and 23 Vic., cap. 126.

And notice is hereby further given, that on or before the 30th day of November instant, duplicate plans and sections of the said intended

railways and other works aforesaid, describing the lines and levels thereof, and the lands to be taken for the purposes thereof, with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, a published map, with the lines of railway delineated thereon; and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Stafford, at his office at Stafford: and that on or before the said 30th day of November instant, a copy of so much of the said plans and sections as relates to each of the parishes, and extra parochial places aforesaid, in or through which the said railways and works are intended to pass, or be made, with a book of reference thereto; and a copy of this notice, as published in the London Gazette, will be deposited for public inspection, in the case of each parish, with the parish clerk of such parish, at his place of abode; and in the case of each extra parochial place, with the parish clerk of some parish immediately adjoining thereto, at his place of abode.

Printed copies of 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, 1859.

Burchells, 5, Broad Sanctuary, Westminster.

Stourbridge Railway.

(Incorporation of Company for construction of Railway from Stourbridge to Old Hill, with branches to Cradley Park and Corngreave's Ironworks.—Powers for the new British Iron Company to subscribe.—Powers to use parts of the Oxford, Worcester, and Wolverhampton Railway.—Arrangements with, and subscription by, the Oxford, Worcester, and Wolverhampton Railway Company.—Amendment of Acts, &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 an Act to incorporate a Company for the following purposes:—

To make and maintain a railway (with all proper stations, works, and conveniences connected therewith, and approaches thereto) commencing in the township of Upper Swinford, in the parish of Oldswinford, in the county of Worcester by a junction with the main line of the Oxford, Worcester, and Wolverhampton railway, at or near a point about thirteen chains from, and on the southern side of, the Stourbridge passenger station thereof, and terminating at a place called Old Hill, in the parish of Rowley Regis, in the county of Stafford, at a point adjacent to the turnpike road leading from Dudley to Halesowen, in or near a field in the occupation of Benjamin Attwood, called "High Harcourt Meadow," which said railway and the works connected therewith, will pass from, in, through, or into the several parishes, townships, townlands, extra-parochial, and other places following, or some of them, namely,—Stourbridge, Oldswinford, Upper Swinford, Lower Swinford, Hungary Hill, Hell Hole, Wollescote, The Lye, Christ Church, Hay Green, Hayman's Green, The Hayes, Halesowen, Cradley, Netherend, Overend, Cradley Park, Cradley Forge Two Lanes End, and Light Green, in the county of Worcester; and Rowley Regis, Rowley Sumery, Cradley Forge, Lomey or Loamy Town, Lyde Fields, Five ways, Cradley Heath, Old Fields, Corngreaves, Surfeit Hill, Cotsall, Reddall Hill, Haden Hill, and Old Hill, in the county of Stafford.

Also a branch railway from and out of the said intended railway, with all proper stations, works, and conveniences connected therewith, and approaches thereto, commencing at, in or near a field in the occupation of James Brook Fisher and John Fisher, called "Piece next Lye Waste," in the township of the Lye, in the parish of Oldswinford, in the county of Worcester, and terminating near the turnpike road leading from Stourbridge to Halesowen, in or near a field in the occupation of Noah Hingley, situate on the east side of the clay works of Messrs. Harper and Moore, in the township of Cradley, in the parish of Halesowen, in the county of Worcester; and passing from, in, through, or into the several parishes, townships, townlands, extra-parochial, and other places of Oldswinford, Upper Swinford, Lower Swinford, The Lye, Christ Church, Wollescote, The Hayes, Halesowen, Cradley, and Cradley Park, in the county of Worcester, or some of them.

Also a branch railway out of the said intended main line of railway, with all proper stations, works, and conveniences connected therewith, and approaches thereto, commencing at or near a garden in the occupation of William Payne, in the parish of Rowley Regis, in the county of Stafford, and terminating in or near the Corngreaves Ironworks, belonging to, and in the occupation of, The New British Iron Company, in the parish of Rowley Regis aforesaid, at or near a point about one chain distant from the public highway leading from Four Ways to Corngreaves and Halesowen; and passing from, in, through, or into the several parishes, townships, townlands, extra-parochial and other places of Rowley Regis, Rowley Sumery, Cradley Heath, and Corngreaves, in the county of Stafford, or some of them.

And it is proposed by the said intended Act to empower the Company to be thereby incorporated, to purchase lands, houses, and buildings, by compulsion or otherwise, for the purposes of the said intended railway, branches, and works, and to vary, repeal, or extinguish all existing rights and privileges, in any manner connected therewith, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway, and branches, and works, and to confer other rights and privileges.

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

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

And it is intended by the said Act to empower the New British Iron Company and the said Oxford Worcester, and Wolverhampton Railway Company, or either of them, to contribute funds and to subscribe towards the undertaking, and to take and hold shares in the capital of the company to be by the said Act incorporated, or in any capital to be raised for the purposes of the said Act, and to apply their existing capital and funds for the time being for those purposes, or to raise other capital for the purposes thereof.

And it is intended by the said Act to enable the Oxford, Worcester, and Wolverhampton Railway

Company to enter into and carry into effect any contracts or agreements for or with reference to the construction, maintenance, running over, working, or using of the said intended railway and branches, and other works, or any of them; or for or with reference to the regulation and management of the undertaking, and the collection, regulation, management, protection, and transmission of the traffic passing to, from, or over the same; the fixing, collection, apportionment, and appropriation of the tolls arising therefrom or from any part thereof, and the payments to be made or secured by the said Oxford, Worcester, and Wolverhampton Railway Company to the Company to be incorporated by the said Act in respect thereof.

And it is proposed by the said intended Act to enable the Company to use by agreement, or on such terms as may be prescribed by the said intended Act, so much of the Oxford Worcester, and Wolverhampton Railway as may be situate between the point of junction therewith and the stations of the said Oxford, Worcester, and Wolverhampton Railway Company on the main line thereof at Stourbridge, together with all sidings and watering places connected therewith.

And so far as may be necessary for the above purposes powers will be taken to alter, amend, and enlarge the powers and provisions of the several Acts relating to the Oxford, Worcester, and Wolverhampton Railway Company, (that is to say), "The Oxford, Worcester, and Wolverhampton Railway Act, 1845," "The Oxford, Worcester, and Wolverhampton Railway (Amendment) Act, 1846," "The Oxford, Worcester, and Wolverhampton Railway (Amendment) Act, 1848," "The Oxford, Worcester, and Wolverhampton Railway (Deviation) Act, 1848," "The Oxford, Worcester, and Wolverhampton Railway (Amendment) Act, 1850," "The Oxford, Worcester, and Wolverhampton Railway, (Extension of Time) Act, 1852," "The Oxford, Worcester, and Wolverhampton Railway (Branches and Extension) Act, 1853," "The Oxford, Worcester, and Wolverhampton Railway (Stratford and Stourbridge Branches) Act, 1854," "The Oxford, Worcester, and Wolverhampton Railway (Chipping Norton Branch) Act, 1854," "The Oxford, Worcester and Wolverhampton Railway (Improvements and Branches) Act, 1855," "The Oxford, Worcester, and Wolverhampton Railway, (Capital) Act, 1856," "The Oxford, Worcester, and Wolverhampton Railway (Extension of Time) Act, 1856," "The Oxford, Worcester, and Wolverhampton Railway Act, 1858," and "The Oxford, Worcester, and Wolverhampton Railway Act, 1859," and also the Act relating to the New British Iron Company, that is to say (local and personal) 7 and 8 Vic., c. 30; and any other Acts or Act relating to such last named Company.

And notice is hereby further given, that on or before the thirtieth day of November, one thousand eight hundred and fifty-nine, plans and sections of the intended railway and branches and works showing the line and levels thereof, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees, or reputed lessees, and occupiers of the lands, houses, and buildings required for the purposes thereof, together with a published map with the lines of the said intended railways, delineated thereon, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Worcester, at his office, at Worcester, in that county, and with the Clerk of the Peace for the county of Stafford, at his office, at Stafford in that county, and that on or before the same

day. a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place from, in, or through which the said railways and works will be made, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection, in the case of each such parish with the parish clerk thereof, at his residence, and in case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence and that on or before the twenty-third day of December next, printed copies of the said intended Bill will be deposited at the Private Bill Office of the House of Commons.

Dated this 1st day of November, 1859.

John Harward, Stourbridge, Worcestershire;

Jeston Homfray, Halesowen, Worcestershire;

Solicitors for the Bill
Burchell and Co., London, Solicitors;

Stockton and Darlington Railway.

(Acquisition of parts of Foreshore and Bed of River Tees, Abandonment of part of Middlesbrough and Redcar Branch—Amendment of Tees Conservancy Act, and of Company's Acts, and other purposes.)

NOTICE is hereby given, that application will be made to Parliament, in the next session, for an Act for enabling the Stockton and Darlington Railway Company, hereinafter called "The Company," to acquire by agreement, or if need be by compulsion, all or part of that portion of the Bed and Foreshore of the River Tees, which is situate between that part of the Middlesbrough and Redcar Branch of the Stockton and Darlington Railway, and the property of the Company in connection therewith, which are within the township of Normanby, and parish of Ormesby, in the North Riding of the county of York; and the embankment of the River Tees, proposed to be erected under the authority of the Tees Conservancy Act, 1858, opposite to the said railway and property, and all rights, interests, claims, privileges, and demands in, to, or upon the same, and for vesting the same in the Company, freed and discharged from all such rights, interests, claims, privileges, and demands, whether arising under the provisions of the Tees Conservancy Act, 1858, or any other Act or Acts of Parliament, or otherwise howsoever, and for the appropriation of parts of such bed or foreshore to the purposes of the Company, and to such other purposes as the Company think fit, or as may be provided for under the said intended Act, and to the deposit thereon of slag or other refuse from iron-furnaces or other manufactories adjoining to or in the neighbourhood of the Company's said Middlesbrough and Redcar Branch Railway, and for enabling the Company from time to time (but within such time as will be limited by the said intended Act) to sell and dispose of such parts of the said bed or foreshore as they shall think fit.

And the said intended Act will provide for the carriage by the Company upon their said railway of slag and other refuse as aforesaid, and will prescribe the tolls, rates, and charges, to be demanded by the Company for such carriage, and will alter the tolls, rates, and charges now leviable by the Company in respect thereof, and will enable the Company and the Tees Conservancy Commissioners to enter into and carry out agreements with reference to the said bed and foreshore, and to the deposit thereon of slag or other refuse.

And the intended Act will authorize and empower the Company to abandon so much of the Middlesbrough and Redcar Branch of the Stockton and Darlington Railway as is situate between the point in the township and parish of Kirkleatham, in the North Riding of the county of York where the new line of railway first mentioned in and authorised by "The Stockton and Darlington Railway (North Riding Lines) Act, 1858," is authorised to commence, and the terminus of the said Middlesbrough and Redcar Branch at Redcar, and to take down and remove the existing station at the terminus of the said Middlesbrough and Redcar Branch, at Redcar, and to sell and dispose of to such persons, at such times and in such manner as the Company from time to time think fit, or as may be prescribed and provided for by the intended Act, the said portion of railway, and the lands upon which the same, and the said station, and the works and conveniences connected therewith respectively, are situate.

And the said intended Act will enable the Company to raise a further sum of money for all or any of the purposes of the intended Act, by the creation of shares and by borrowing, or by either of those means.

And the said intended Act will (if need be) explain, amend, and alter the powers and provisions of "The Tees Conservancy Act, 1858," and of the Acts following relating to the Company, that is to say, "The Stockton and Darlington Railway Amalgamation Act, 1858," "The Stockton and Darlington Railway (North Riding Lines) Act, 1858," "The Stockton and Darlington Railway (Durham Line, &c.) Act, 1858," and "The Stockton and Darlington Railway Act, 1859."

And notice is hereby further given, that on or before the thirtieth day of November, in the present year, plans of the before mentioned portions of bed and foreshore, and a book of reference thereto, together with a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the North Riding of the county of York, at his office in Northallerton; and with the parish clerk of the parish of Ormesby (being the parish in and adjoining to which the said bed and foreshore are situate,) at his residence; and that on or before the twenty-third day of December, in the present year, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated the eleventh day of November, one thousand eight hundred and fifty-nine.

Mewburn, Hutchinson and Mewburn,
Solicitors for the Bill.

Mid-Kent Railway.

(Construction of Western Spur at Beckenham.—Powers in reference thereto to Mid-Kent, South Eastern, and London, Brighton, and South Coast Railway Companies, Working and other arrangements between said Companies, and West End of London and Crystal Palace Railway Company.—Powers in reference to use of West End of London and Crystal Palace Railway, Norwood Junction Railway, and Norwood Station.—Alteration of Tolls.—Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to authorise the construction and maintenance of a railway, with stations, works, and conveniences connected therewith, commencing by a junction with the line of the Mid-Kent Railway marked 12, in the parish of

Beckenham, 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 in the parish of Beckenham, on the plans of such extension railway, 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.

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 railway within the limits of deviation defined on the plans hereinafter referred to, for the compulsory purchase of lands and houses; and to vary or extinguish all rights and privileges connected with such lands and houses, or which would interfere with the construction of the railway, and to confer other rights and privileges.

To cross, stop up, alter, or divert, temporarily or permanently, all turnpike-roads, highways, railways, tramways, streams, water-courses, sewers, pipes, and works, which may be necessary for the purposes of such works; to levy tolls, rates, and charges, and to grant exemptions from the payment of tolls, rates, and charges.

To authorise the Mid-Kent, the London, Brighton, and South Coast, and the South Eastern Railway Companies, jointly or severally, to make the said railway, and to contribute capital for such purpose, which they are respectively authorised, or may be authorised to raise, and to use with their respective engines and carriages so much of the West End of London and Crystal Palace Railways as lies between the intended point of junction therewith, and the station of the West End of London and Crystal Palace Railway at the Crystal Palace, and such station and all other stations, sidings, watering places, buildings, works, and conveniences upon or connected with the part aforesaid of the last mentioned railway, upon terms to be agreed upon or settled by arbitration.

To authorise or confirm arrangements between the said Companies and the West End of London Crystal Palace Railway Company, or any three or two of them, with respect to the construction, maintenance, use, working, and traffic of the said intended railway; and the taking and apportionment of tolls and rates thereon, and on their respective railways, and touching the use of their respective undertakings, or any part or parts thereof respectively.

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 use of engines thereon.

To authorise the Mid-Kent Railway Company and all parties lawfully using their railway, to run over and use with their engines and carriages the Norwood Junction Railway, authorised by the "London, Brighton, and South Coast Railway Act, 1839," and all or any stations, sidings, watering places, buildings, works, and conveniences connected therewith, upon terms to be agreed upon or settled by arbitration.

To authorise the Mid-Kent Railway Company to purchase or acquire an interest in, or a right of user with their engines and carriages, and for the purposes of their traffic, the station of the London, Brighton, and South Coast Railway Company at Norwood, and all buildings, watering places, sidings, works, and conveniences connected there-

with, upon terms to be agreed upon or settled by arbitration.

To authorise the Mid-Kent Railway Company and the London, Brighton, and South Coast Railway Company and the South Eastern Railway Company, respectively, to raise money by the creation of shares, either with or without a preference attached thereto, or by mortgage, and also to guarantee dividends or interest upon capital to be expended on the said intended railway and works, and in carrying out the objects aforesaid.

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," and the several other Acts relating to the West End of London and Crystal Palace Railway Company. Also, 5 and 6 William 4, cap. 10; 1 Vict., cap. 119; 9 and 10 Vict., cap. 283; and 22 and 23 Vict., cap. 69; and other Acts relating to the London, Brighton, and South Coast Railway Company; and also the 6 William 4, cap. 75; and other Acts relating to the South Eastern Railway Company.

And notice is hereby also given, that plans and sections of the proposed railway, together with a book of reference to such plans, a published map with the line of the railway marked thereon, showing its general course and direction, and a copy of this notice as published in the London Gazette, will, on or before the 30th of November, 1859, be deposited with the Clerk of the Peace for the county of Kent, at his office at Maidstone. And that on or before the same 30th November a copy of the same plans, sections, and book of reference as relates to the parish of Beckenham, together with a copy of this notice as published in the London Gazette, will be deposited with the parish clerk of the said parish, at his residence.

And that printed copies of the Bill for effecting the objects aforesaid, will, on or before the 23rd of December, be deposited at the Private Bill Office of the House of Commons.

Dated this 12th day of November, 1859.

Burchells, 5, Broad Sanctuary, Westminster.

Great Western Railway.

(New Railway and Additional Lands at Yeovil: Traffic Arrangements between Great Western and London and South-Western Railway 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 all or some of the following purposes (that is to say):—

To enable the Great Western Railway Company to make and maintain a railway, with all proper stations, approaches, sidings, works and conveniences connected therewith, commencing in the parish of Clifton Maybank, in the county of Dorset, in a property adjoining to and on the south-east side of the London and South-Western Railway Company's Extension Line to Exeter, now in course of construction, and about 38 chains measured on that line south-west of the bridge by which that railway is carried over the Wilts, Somerset and Weymouth Railway, and to terminate in the parish of Bradford Abbas, in the said county, by two junctions with the Wilts, Somerset and Weymouth Railway, one of such junctions being at a point about 30 chains south-east of the last-mentioned bridge, and the other of such junctions being at or near the point thereon where that railway is crossed over by the

Salisbury and Yeovil Railway: which intended railway and works will pass from, in, through or into, or be situate within, the several parishes or other places of Clifton Maybank and Bradford Abbas in the county of Dorset:

To empower the Great Western Railway Company to purchase, by agreement or compulsion, lands, property and houses, 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 adjoining and on each side of the Great Western Railway and station at Yeovil, between the distance-post thereon indicating 140½ miles, and the distance-post thereon indicating 141½ miles from London, and situate in the parishes, townships, and extra-parochial or other places of Yeovil, Hendford, Wigdon, Huntley, Kingston, otherwise Pitney-juxta-Yeovil, in the county of Somerset.

Also to enable the Great Western Railway Company to levy tolls, rates and duties, for and in respect of the use of the intended railway and works; and to grant exemptions from such tolls rates and duties:

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 railway, lands and works; and to confer other rights and privileges:

Also to authorize the alteration, diversion, crossing or stopping up, of all turnpike and other roads, railways, tramways, aqueducts, canals, streams and rivers, within or adjoining to the aforesaid parishes, townships, and extra-parochial or other places, or any of them, with which it may be necessary to interfere in the construction and use of the said intended railway, lands and works:

And notice is hereby given, that maps, plans and section, of the said intended railway and works, and showing the lands intended to be purchased or taken under the powers of the intended Act, together with books of reference to such plans, and also a copy of this notice, as published in the London Gazette, will be deposited, on or before the thirtieth day of November, in the present year, with the Clerk of the Peace for the county of Dorset, at his office in Sherborne, and with the Clerk of the Peace for the county of Somerset, at his office in Wells; and that a copy of so much of the said plans, sections and books of reference, as relates to each of the parishes in or through which the said railway and works are proposed to be made and within which such lands are situate, and also a copy of the said Gazette Notice, will be deposited, on or before the thirtieth day of November in the present year, with the parish clerk of each such parish, at his residence, and, as regards any extra-parochial place, with the clerk of some adjoining parish:

And it is also intended by such Act to enable the Great Western Railway Company to apply to the purposes thereof, or some of them, such portion of their corporate funds as they shall think expedient:

And also to enable the Great Western Railway Company, and the London and South-Western Railway Company, to make agreements and arrangements with reference to the use and working of their respective railways or parts thereof, and the interchange and transmission of traffic, and the levying of tolls in respect of such traffic, and the apportionment and division of the receipts arising from, and of the expenses incident to, such traffic:

And also, if need be, to alter, amend and extend, all or some of the powers and provisions of the several Acts following, or some of them, directly or indirectly relating to or affecting the Great Western Railway Company (that is to say)—Local and Personal Acts, 5 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, caps. 68 and 99; 8 and 9 Victoria, caps. 40, 42, 53, 115, 155, 156, 184, 188, 190, and 191; 9 Victoria, cap. 14; 9 and 10 Victoria, caps. 166, 181, 236, 239, 240, 250, 251, 274, 275, 278, 313, 315, 326, 335, 337, 338, 369, 383, and 402; 10 and 11 Victoria, caps. 60, 72, 76, 91, 101, 109, 144, 149, 154, 226, and 242; 11 and 12 Victoria, caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 12 and 13 Victoria, cap. 55; 13 Victoria, caps. 6 and 7; 13 and 14 Victoria, caps. 44, 98, and 110; 14 and 15 Victoria, caps. 22, 48, 52, 53, 74, 81, and 131; 15 and 16 Victoria, caps. 9, 125, 133, 140, 145, 146, 147, and 168; 16 and 17 Victoria, caps. 121, 153, 175, 204, 209, 210, and 212; 17 and 18 Victoria, caps. 108, 120, 158, 163, 192, 202, 204, 207, 209, 215, and 222; 18 and 19 Victoria, cap. 98; 19 and 20 Victoria, caps. 126 and 137; 20 and 21 Victoria, caps. 8, 24, 54, 96, and 158; 21 and 22 Victoria, caps. 90, 139, and 146; 22 Victoria, cap. 13; 22 and 23 Victoria, caps. 1, 40, 64, 76, 105, 120, 134, and 138:

Also the following local and personal Acts relating to the London and South-Western Railway Company—viz., 4 and 5 William IV, cap. 88; 1 Victoria, cap. 71; 1 and 2 Victoria, cap. 27; 2 and 3 Victoria, cap. 28; 4 and 5 Victoria, caps. 1 and 39; 7 and 8 Victoria; caps. 5, 63, and 86; 8 and 9 Victoria, caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Victoria, caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Victoria, caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Victoria, caps. 75, 85, 87, 89, 125, and 157; 51 George III, cap. 196; 12 and 13 Victoria, caps. 33 and 34; 13 and 14 Victoria, cap. 24; 14 and 15 Victoria, cap. 83; 16 and 17 Victoria, cap. 164; 18 and 19 Victoria, cap. 188; 19 and 20 Victoria, cap. 120; 20 and 21 Victoria, cap. 136; 21 and 22 Victoria, caps. 89, 67, 101, and 58; and 22 and 23 Victoria, caps. 31, 44, and 95:

And notice is hereby 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 11th day of November, 1859.

Hunt and Elsdale, London.

Cheshire Midland Railway.
(Railway from Altrincham through Knutsford to Northwich; Incorporation of Company; Arrangements with, and Powers to, and affecting other Companies; further Powers and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to incorporate a Company for making and maintaining the railway hereinafter mentioned, or some part thereof, together with all necessary and convenient or incidental works, stations, approaches, bridges, roads, or communications, and to confer upon the Company to be thereby incorporated, (hereinafter called the Company,) all necessary and proper powers for effecting the objects herein-

after mentioned, or some of them, (that is to say) :—

To make and maintain a railway, commencing by a junction with the Manchester South Junction and Altrincham Railway, in the township of Altrincham, in the parish of Bowdon, in the county of Chester, at or near to the bridge carrying Moss Lane, formerly called Ham Lane, over the said Manchester South Junction and Altrincham Railway, and terminating in or near a certain field or close of land called "Nearer Pennys Field," belonging to John Gibson Saxon, the devisee in trust of John Saxon deceased, and now in the occupation of Leonard Marsh as tenant thereof, in the township of Witton-cum-Twambrooks, in the parish of Great Budworth, in the county of Chester; which said intended railway and works will be made or pass in, from, or through, or into the parishes, townships, and extra-parochial and other places following, or some of them (that is to say), Bowdon, Altrincham, Hale, Ashley, Mobberley, Rostherne, Tatton, Knutsford, Knutsford Superior, Knutsford Inferior, Bexton, Toft, Great Budworth, Tabley Inferior, Plumbley, Lostock, Gram, Witton-cum-Twambrooks, Davenham, and Rudheath Lordship.

To purchase by compulsion, and also by agreement, lands, houses, and hereditaments, for the purposes of the intended undertaking, and to levy tolls, rates, and duties upon, or in respect of the intended railway and works, and upon the railways, stations, and works of any other companies over which the Company may run engines and carriages.

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

And it is also intended by the said Bill, to empower the London and North Western Railway Company, the Manchester, Sheffield, and Lincolnshire Railway Company, and the Manchester South Junction and Altrincham Railway Company, any or either of them; and the Company to enter into and carry into effect contracts, agreements, and arrangements for, or with reference to, the construction, maintenance, working, and using, by any or either of the contracting companies of the intended railway and works, or any part thereof, and with reference to the management of the traffic thereon, the supply of stock and plant, and the fixing, division, and appropriation of tolls and income, and profits arising therefrom; and also for or with reference to the use by the Company of any part of the undertakings of the said several Companies, or any or either of them, or any part thereof; and also to empower the said several Companies, or any or either of them, to take and hold shares in and subscribe towards the said intended undertaking of the Company, or any part thereof, and to guarantee to the Company such interest, dividend, annual or other payments, as may be agreed upon between the contracting Companies, and to apply respectively their funds already authorized, or to raise further capital for those purposes by the creation of new shares, or stock, preferential or otherwise, and by borrowing.

And it is also intended to make stringent and effectual provision for the facilitation and transmission, in the most speedy and convenient manner, of traffic, passing, or intended to pass, or which might pass to, from, or over, the intended undertaking, or any part thereof, from, to, or over the undertakings of the said several Companies, or any or either of them, or any part or parts thereof.

And it is intended, so far as may be requisite or desirable for any of the purposes of the said Bill, to amend or repeal the provisions, or some

of them, of the several Acts of Parliament following, that is to say, local and personal, 8 and 9 Victoria, chapters 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 and 10 Victoria, chapters 67, 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 Victoria, chapters 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 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 and 15 Victoria, chapters 28 and 94; 15 and 16 Victoria, chapters 98 and 105; 16 and 17 Victoria, chapters 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Victoria, chapters 201 and 204; 18 and 19 Victoria, chapters 172 and 194; 19 and 20 Victoria, chapters 52, 69, and 123; 20 and 21 Victoria, chapters 64, 98, and 108; 21 and 22 Victoria, chapter 131; and 22 and 23 Victoria, chapters 2, 88, 113, and 134 relating to the London and North Western Railway Company: 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 22 and 23 Victoria, chapter 5, relating to the Manchester, Sheffield, and Lincolnshire Railway Company; and 8 and 9 Victoria, chapter 111; 10 and 11 Victoria, chapter 73; 11 and 12 Victoria, chapter 58; and 21 and 22 Victoria, chapter 136, relating to the Manchester South Junction and Altrincham Railway Company.

And notice is hereby also given, that plans and sections of the proposed railway and works, with a book of reference to such plans, and a published map, with the line of the proposed railway delineated thereon; and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Chester, at his office at Chester, in the same county; and that on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place, in or through which the said railway and works, or any part of them, are or is intended to be made, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection, in the case of each parish, with the parish clerk thereof, at his residence, and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence; and printed copies of the intended 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, 1859.

Robert William Bennett, Solicitor to the said Bill, Manchester and Altrincham.

J. Dorington, Ellicombes, and Co., Parliamentary Agents, 6, Parliament-street, London.

Huddersfield Improvement.—Gas Works.

(Powers to purchase works of the "Huddersfield Registered Gas Light Company," at Huddersfield, and the site thereof; to extend and maintain same and supply Gas; to borrow money; Repeal and Amendment of Acts).

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

conveyance to, and the purchase, compulsorily or otherwise, by the Huddersfield Improvement Commissioners, of the undertakings, works, property and powers of the Huddersfield Registered Gas Light Company, and also the site thereof, and other lands and houses; and, by the intended Act, powers will be sought for all or some of the following purposes (that is to say):—

For giving validity to agreements, deeds, and instruments for the sales and purchases, and generally to enable the said Gas Company to sell and convey, and the said Commissioners to purchase the undertakings, works, property and powers of the said Company.

To authorize the Commissioners to manufacture and supply gas, meters and fittings, and to sell and dispose of the coke, residuum, and product arising from such manufacture, and to light with gas the several streets and other public passages and places in the parishes, towns, townships, and extra-parochial places of Huddersfield, Almondbury, Kirkheaton, Edgerton, Lindley, Lindley-cum-Quariby, Quariby, Marsh, Marsh-cum-Paddock, Paddock, Longwood, Milnsbridge, Golcar, Fartown, Sheepridge, Bradley, Cooper-bridge, Deighton, Cowcliffe, Hillhouse, Birkby, Moldgreen, Rashcliffe, Lockwood, Salford, Linthwaite, Lower Linthwaite, Honley, Newsome, Longley, Berry-brow, Crosland-half, North Crosland, South Crosland, Dalton and Bradley, all in the West Riding of the county of York, and to supply the various buildings within and the inhabitants of those parishes, towns, townships, and extra parochial places with gas.

To authorize the Commissioners to maintain the existing gas works, situate in Huddersfield aforesaid, within the area limits or bounds hereinafter described; that is to say: on the west by the turnpike road leading from Huddersfield aforesaid, to Leeds, in the said county, called the Leeds-road; on the east by the canal navigation of the London and North-Western Railway Company; on the north by land belonging to Sir John William Ramsden, Baronet, now in the occupation of Messrs. Joseph Bottomley and Jonathan Midwood, or one of them; and on the south by property belonging to the said Sir John William Ramsden, and leased to Messrs. Robert Butterworth and Richard Wooffenden Butterworth; also within the area limits or bounds following; that is to say, on the north by an intended new street leading from Leeds-road aforesaid, to a certain place called the Grove, in the parish of Kirkheaton aforesaid; on the south and east by land of the said Sir John William Ramsden, now in the respective occupations of Enos Heppenstall, William Woodsworth, and John Mills Hassall, or some of them; and on the west by the towing path of the said canal.

And also to authorize such Commissioners to improve, alter, enlarge, and extend the existing gas works within the area limits or bounds hereinafter described; that is to say, on the north by the said intended new street; on the south by the said firstly hereinbefore described works of the said Gas Company; on the east by the said canal; and on the west by Leeds-road aforesaid, being land in the occupations of the said Joseph Bottomley and Jonathan Midwood, or one of them; also, within the area, limits, or bounds following, (that is to say), on the north, by the said intended new street; on the south, by a foot-path and occupation-road leading from the canal towing-path to the now being described premises; and on the east, by a continuation of the said foot-path on to the said intended new street; and on the

west, partly by the existing works of the said Company, hereinbefore secondly described, and partly by the said towing-path; and which said land is now in the respective occupations of the said John Mills Hassall, William Woodsworth, and Enos Heppenstall, or some of them; and also within and across the area, limits, or bounds following, (that is to say), from the east of the firstly described works to the west of the secondly described works, over, across, and under the said canal and towing-path, by means of the present and any other bridge or bridges, and conduct or other pipes; which limits are shown upon the plans hereinafter mentioned.

To enable the Commissioners to pull down and remove the existing gas works, and any pipes, mains and other works belonging thereto; and to erect and to construct gas and other works, buildings, and conveniences on the same and any other sites within those limits.

To authorize the Commissioners to sell or lease the gas works, plant, machinery, pipes, lands, buildings, and premises, or any part thereof.

To authorize the Commissioners to levy and collect rates or rents for the gas and apparatus supplied by them, to alter existing rates or rents, and to confer, vary, and extinguish exemptions from payment of rates or rents, and to confer, vary, and extinguish other rights and privileges.

To authorize the alteration or conversion of the capital of the Company, or of shares thereof, in cases where the shareholders shall not elect to receive their money in cash, into stock, or otherwise, or the substitution for the same of the debentures of the Commissioners.

To authorize the Commissioners to borrow money on mortgage or bond, and to regulate their funds and debt.

And it is intended to incorporate with the intended Act, "The Lands Clauses Consolidation Act, 1845," "The Companies Clauses Consolidation Act, 1845," "The Commissioners Clauses Act, 1847," "The Gas Works Clauses Act, 1847," or some parts thereof respectively.

And in the intended Act will be inserted all such powers and provisions as are usually inserted in Acts of a similar description, and as shall be deemed necessary for carrying into effect all or any of the purposes thereof.

To repeal, alter, vary, or amend, if necessary; and so far as may be necessary, the provisions of "The Huddersfield Improvement Act, 1848."

And notice is hereby given, that duplicate plans of the lands and houses proposed to be taken for the purposes of the gas works, with a book of reference thereto, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November, 1859, be deposited with the Clerk of the Peace for the West Riding of the county of York, at his office in Wakefield; and on or before the same day, a copy of the plans, book of reference, and Gazette notice, will be deposited with the parish clerk of the parish of Huddersfield, at his abode, in Huddersfield, in the West Riding of the county of York.

And notice is hereby further given, that printed copies of the intended Act, will, on or before the 23rd day of December, 1859, be deposited in the Private Bill Office of the House of Commons.

Dated this 2nd day of November, 1859.

Laycock and Dyson,¹ } Huddersfield,
Thos. Wm. Clough, }

Solicitors for the Bill.

Sudlow and Co., Parliamentary Agents,
18, Manchester-buildings, Westminster.

Pontefract and Castleford Railway.

(Incorporation of Company; Construction of Railway from Castleford to join the Methley Branch of the Lancashire and Yorkshire Railway, in the Township of Glass Houghton, in the county of York: Power to make Station at Tanshelf, on or near Lancashire and Yorkshire Railway; Tolls; Running and other Powers over the Lancashire and Yorkshire Railway; the Great Northern Railway; the Midland Railway; the North Eastern Railway; the Bradford, Wakefield, and Leeds Railway; the Leeds, Bradford, and Halifax Railway and the London and North Western Railway; Working and other Arrangements with the Railway Companies, owning, using, or working those Railways; Lease or Transfer of Railway to those Railway Companies, or some of them; 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 for the purpose of making and maintaining the following railways, tramways, and stations, with all proper approaches, works, and conveniences respectively connected therewith (that is to say):—

1stly. A railway, commencing in or near a field or close of land, partly belonging to William Smith and Edmund Heap, trustees of John Sagar deceased, and partly to John Lumb and Thomas Simpson, and occupied by Thomas Sykes and the said John Lumb and Thomas Simpson immediately adjoining the south side of land of the North Eastern Railway, and the east side of the road leading from Castleford to Normanton, and opposite to the Glass Bottle Works of Mr. James Winterbottom, and the Commercial Inn, belonging to Thomas Leake, all in the township of Castleford in the parish of Castleford, in the West Riding of the county of York, and terminating by a junction with the Methley Branch of the Lancashire and Yorkshire Railway, at the point at which the Lancashire and Yorkshire Railway crosses the Leeds and Barnsdale Turnpike-road on the level, near Cut Syke, in the township of Glass Houghton, in the parish of Castleford, in the West Riding of the county of York, which intended railway and other works will pass from, in, through, or into the parishes, townships, and extra-parochial or other places following, (that it to say,) the parish of Castleford, and the townships of Castleford and Glass Houghton, all in the West Riding of the county of York.

2ndly. A branch railway from the first described railway, commencing by a junction with the same in the parish and township of Castleford, at a point about 284 yards from the commencement of the first-described railway, and terminating in an arable field or close of land belonging, or reputed to belong, to Benjamin Watson, in the occupation of John Watson, bounded on the north by the lands and railway of the North Eastern Railway Company, and on the west by a lane called Beancroft Field-lane, all in the township and parish of Castleford, in the West Riding of the county of York.

And powers will be taken in the Act for the following purposes, or some of them, (that is so say):—

To stop up, divert, alter, cross, or break up, or otherwise interfere with, either temporarily or permanently, any turnpike or other roads, highways, footpaths, railways, streams, sewers, drains, pipes, and watercourses within the before-mentioned parishes, townships, and extra-parochial or other

places, or any of them, which it may be necessary or desirable to stop up, divert, alter, cross, or break up, or otherwise interfere with, for any of the purposes of the railway, branch railway, and works.

To make lateral deviations from the line of the railway, branch railway, 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 parts thereof, and to vary and extinguish rights and privileges.

To levy tolls, rates and duties, and to alter existing tolls, rates, and duties, and to confer, vary, and extinguish exemptions from the payment of tolls, rates, and duties, and to confer, vary, and extinguish other rights and privileges.

And it is also proposed by the intended Act to enable the Pontefract and Castleford Railway Company, and all other Companies and persons lawfully using the Pontefract and Castleford Railway, to pass over and use with their respective engines and carriages, portions of the railways of the Lancashire and Yorkshire Railway Company, and the Great Northern Railway Company, and the Midland Railway Company, and the North Eastern Railway Company, and the Bradford, Wakefield, and Leeds Railway Company, and the Leeds, Bradford, and Halifax Railway Company, and the London and North Western Railway Company respectively, or some of them, together with the stations, whether joint or separate, watering-places, water, sidings, platforms, booking and other offices, warehouses, buildings, conveniences, and accommodations upon the railways, or some of them, or connected therewith.

And it is also proposed by the intended Act, to enable the proposed Pontefract and Castleford Railway Company to erect, construct, and maintain a station for passengers and goods, with all proper and necessary warehouses, erections, platforms, sidings, conveniences, roads, and approaches upon the Lancashire and Yorkshire Railway, or upon land belonging to the Lancashire and Yorkshire Railway Company, in the township of Tanshelf, in the parish of Pontefract, in the West Riding of the county of York, within the limits shown upon the plans hereinafter mentioned, and for that purpose to take up and remove the present sidings of the Lancashire and Yorkshire Railway Company at Tanshelf, and to make and construct other sidings in lieu thereof, as shown upon those plans.

And it is also proposed by the intended Act, to enable the Pontefract and Castleford Railway Company, and the several other Railway Companies (above named, or some of them, to enter into, and carry into effect, such contracts and arrangements on such terms and conditions, and subject to such restrictions as may have been, or may hereafter mutually be agreed upon, with reference to the making, maintaining, using, and working of the intended railway and branch railway, and the works and conveniences thereof, and the expenditure for the same, and the conduct and management of, and the traffic upon the same, or any part thereof, and the exercise by those other railway companies, or some of them, of the powers of the Pontefract and Castleford Railway Company, and the division and apportionment of such traffic, and the tolls, rates, and charges arising therefrom, between and amongst the Pontefract and Castleford Railway Company and those other Railway Companies, or some of them, and for enabling the Pontefract and Castleford Railway

Company, those other Railway Companies, or some of them, to appoint joint committees, for carrying into effect any such contracts or arrangements, and to exercise, by means of such joint committees or otherwise, such rights, powers, and privileges of the Pontefract and Castleford Railway Company, for carrying into effect any such contracts or arrangements as the Companies, parties thereto, think fit.

And it is also proposed by the intended Act, to enable the Pontefract and Castleford Railway Company, to lease in perpetuity, or for a term of years, or to transfer to some or one of the above named other railway Companies, all or parts of the railway branch, railway, works, property, and effects, rights, powers, privileges, and authorities of the Pontefract and Castleford Railway Company, upon such terms and conditions, and for such considerations as may have been, or may hereafter be, agreed upon, or as may be fixed, ascertained, and determined by the intended Act, and to enable some or one of those other railway Companies, to take the lease or transfer accordingly, and to raise money by shares, or by borrowing, or otherwise, for the purpose, and to have, exercise, and enjoy all such rights, powers, privileges, and authorities, and to enable the Pontefract and Castleford Railway Company, and those other railway Companies, or some of them, to enter into such agreements as they may think fit for effecting those purposes, or any of them, and to confirm any agreements which may have been, or may hereafter be, entered into, with respect to any such lease or transfer, or to effect any amalgamation instead of any such lease or transfer.

To incorporate with the proposed Act 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."

To repeal, alter, vary, or amend, if necessary, and so far as may be necessary, the provisions of the several Acts following, relating to or affecting the following railway Companies, that it is to say, the Lancashire and Yorkshire Railway Company Local and Personal Acts, 1st and 2nd William 4th, cap. 60; 10th and 11th Vic., cap. 163; the 22nd and 23rd Vic., cap. 110, and the several Acts relating to the Lancashire and Yorkshire Railway Company.

The Midland Railway Company—Local and Personal Acts, 6th and 7th Will. 4th, cap. 35; 7th Will. 4th, caps. 78 and 107; 7th and 8th Vic., cap. 18; and the several Acts relating to the Midland Railway Company.

The North Eastern Railway Company—Local and Personal Acts, 6th Will. 4th, cap. 21, and the several Acts relating to the North Eastern Railway Company.

The Great Northern Railway Company—Local and Personal Acts, 9th and 10th Vic., cap. 71, and the several Acts relating to the Great Northern Railway Company.

The London and North Western Railway Company—Local and Personal Acts, 3rd Will. 4th, cap. 36; 9th and 10th Vic., cap. 204, and the several Acts relating to the London and North Western Railway Company.

The Bradford, Wakefield, and Leeds Railway Company—Local and Personal Acts, 17th and 18th Vic., cap. 140, and the several Acts relating to the Bradford, Wakefield, and Leeds, Railway Company.

The Leeds, Bradford, and Halifax Railway Company—Local and Personal Acts, 15th and 16th Vic., cap. 118, and the several Acts relating to

the Leeds, Bradford, and Halifax Railway Company.

And notice is hereby further given, that duplicate maps, plans, and sections of the intended railway, branch railway, stations, and works, and the lands proposed to be taken under the powers of the intended Act, together with a book of reference to the plans, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November, 1859, be deposited with the Clerk of the Peace for the West Riding of the county of York, at his office in Wakefield; and that on or before the same day, a copy of so much of the plans, sections, and book of reference as relates to each of the parishes in or through which the intended railway, branch railway, stations, and works, are proposed to be made, and also a copy of this notice as published in the London Gazette, will be deposited with the parish clerk of each such parish at his place of abode.

And notice is hereby further given, that 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, 1859.

Dated this 10th day of November, 1859.

Rt. Arundel, } Pontefract, Joint Solicitors.
Geo. Bradley, }

Sudlow and Co., No. 18, Manchester-buildings, Westminster, Parliamentary Agents.

Hollington Quarries Railway.

(Incorporation of a Company; Construction of Railway to Hollington Stone Quarries, in North Staffordshire; Powers to North Staffordshire Railway Company in reference thereto; and for Agreements between such last-mentioned Company and the New Company; Levying Tolls; Amendment of Acts, &c.)

NOTICE is hereby given that application is intended to be made to Parliament in the next session, for an Act to authorise and effect the objects and purposes following, or some of them (that is to say):—

To incorporate a Company herein called "the Company."

To make and maintain a railway with stations, works, and conveniences connected therewith, commencing by a junction with the Churnet Valley Line of the North Staffordshire Railway, in the parish of Uttoxeter, in the county of Stafford, at or near a point where the said Churnet Valley Line of Railway passes through a field numbered 7 in the said parish on the plans and in the book of reference referred to in the 34th section of the "North Staffordshire Railway Act, 1847," and terminating at or near the Hollington Stone Quarries, in the parish of Checkley, and county of Stafford, in or near a field or close of land belonging, or reputed to belong, to Thomas Walker and Henry Clarke, or one of them; which said railway and works will pass from, in, through, or into the several parishes, townships, townlands, and extra-parochial places following, or some of them (that is to say):—Uttoxeter, Rocester, Ellastone, Wootton, Checkley, Littleworth, Croxden, Croxden with Great Yate, Great Yate, Crakemarsh, Combridge, Creighton, Stramshall, Creighton with Stramshall, Woodgate, and Woodseat, all in the county of Stafford.

To incorporate with said intended Act "The Lands Clauses Consolidation Act, 1845," "The Companies Clauses Consolidation Act, 1845," and "The Railways Clauses Consolidation Act, 1845," with any modifications thereof which may appear expedient.

To enable the North Staffordshire Railway Company to make, maintain, use, and work the intended railway; and to subscribe for and hold shares in the Company to such an amount as may be prescribed in the said Bill, or otherwise; and for either of such purposes to authorise the North Staffordshire Railway Company to apply the moneys which they have raised or are authorised to raise, or to raise an additional or distinct capital by creation of new shares, with or without a preference or priority in payment of dividends, and by mortgage or by either of those means; and to keep in respect of such capital and the receipts and disbursements, of the intended railway a separate account and division of profits; or to guarantee a fixed or other dividend on the capital of the Company, or on the moneys applied in the construction of intended railway.

To enable the Company and the North Staffordshire Railway Company to enter into contracts and arrangements with reference to the construction, working, maintenance, and use of the intended railway and works, and as to the apportionment of the tolls in respect of traffic thereon, and the payments to be made for working or using the same; and to enable the North Staffordshire Railway Company to work and use such intended railway and works, or any part thereof, and to receive and levy rates and tolls in respect thereof.

To authorise lateral deviations from the line of the said railway and works to the extent or within the limits shown upon the plans hereinafter mentioned, in the several parishes, townships, and extra-parochial places aforesaid, or any of them.

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

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

To purchase, by compulsion or otherwise, lands and houses for the purposes of the said intended railway and stations and the works connected therewith respectively and to vary or extinguish all existing rights and privileges connected with such lands and houses, and all other rights and privileges of any Company, corporation, commissioners, trustees, or persons, whether held under Act of Parliament or otherwise, which would in any way interfere with the construction, maintenance, or use of the said intended railway or works; and to confer other powers, rights, and privileges for the purpose of carrying into effect the objects and provisions of the Act.

To alter, amend, extend, and enlarge all or some of the provisions of the several local and personal Acts of Parliament following, relating to or affecting the North Staffordshire Railway, viz:—1 Will. IV., cap. 55; 9 and 10 Vic., cap. 85; 10 and 11 Vic., cap. 108; 11 and 12 Vic., caps. 66, and 83; 13 and 14 Vic., cap. 55; 17 and 18 Vic., cap. 194; and 22 and 23 Vic., cap. 126.

And notice is hereby further given that on or before the 30th day of November instant duplicate plans and sections of the said intended railway and other works aforesaid, describing the lines and levels thereof and the lands to be taken for the purposes thereof, with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, a published map, with the line 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 Stafford, at his office, at Stafford; and that on or before the said 30th day of November instant a copy of so much of the said plans and sections as relates to each of the parishes and extra-parochial places aforesaid in or through which the said railway and works are intended to pass or be made, with a book of reference thereto, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection in the case of each parish with the parish clerk of each parish, at his place of abode; and in the case of each extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his place of abode.

Printed copies of 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, 1859.

Burchells, 5, Broad Sanctuary, Westminster.

Tenbury, Bewdley, Kidderminster, and Worcester Junction Railway.

(Incorporation of Company: construction of a Railway from Tenbury to the Severn Valley Railway, near Bewdley; arrangements with the Shrewsbury and Hereford, Oxford, Worcester, and Wolverhampton, Severn Valley, and Tenbury Railway Companies, and Subscription by those Companies; purchase of a portion of the Leominster Canal; Amendments of Acts, (&c.)

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 proposed Tenbury Railway, near a certain garden in the parish of Burford, in the county of Salop, adjoining Harp Bank Bridge numbered 57 on the parliamentary plans and book of reference of the Tenbury Railway, deposited with the Clerk of the Peace for the county of Salop, on or about the 30th day of November, 1858, and being a portion of the glebe land belonging to the rectory of the parish of Burford (2nd portion), and terminating by a junction with the proposed Severn Valley Railway, at or near a certain field in the hamlet of Wribbenhall otherwise Ribbenhall, in the foreign of the parish of Kidderminster, in the county of Worcester, numbered 194 on the parliamentary plans (Plan, No. 4), and book of reference thereto of the Severn Valley Railway, deposited with the Clerk of the Peace for the county of Worcester, on or about the 30th day of November, 1852, and which intended railway will pass from, in, through, or into the several parishes, boroughs, townships, chapelries, hamlets, and extra-parochial and other places following, or some of them (that is to say); Burford parish, Burford township, Buraston otherwise Boraston, otherwise Boraston with Burford, otherwise Boraston with Whetmore, otherwise Wotmore, Stoke, Tilsop, Weston, Milsom, otherwise Milson, Nean Solars, otherwise Neen Solars, otherwise Neen Sollers, otherwise Lower Neen, Dowles, Kingswood, Stottesdon, otherwise Stoddesdon, otherwise Stoddesden, otherwise Stoddesden, Cleobury Mortimer and Button Oak, all in the county of Salop, Knighton-upon-Teme, otherwise Knighton-upon-Teme with Newnham, Knighton-common, Newnham, Lindridge, Bayton, Mamble,

Rock, Alton, Buckridge, otherwise Buckeridge, Ribbesford, Bewdley, Wribbenhall, otherwise Ribbenhall, Northwood, Kidderminster and Kidderminster Foreign, all in the county of Worcester.

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, or 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 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, the Tenbury Railway Company, the Severn Valley Railway Company, and the Oxford, Worcester, and Wolverhampton Railway Company, or some or one of such Companies, 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 four last-named Companies, or some or one of them, or with respect to the working and use of the Shrewsbury and Hereford Railway, the Tenbury Railway, the Severn Valley Railway, and the Oxford, Worcester, and Wolverhampton Railway Companies, or any part or parts thereof respectively, or of the stations belonging to such four last-mentioned railways, or any of them 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 or going to or from the said intended railway, so much of the Severn Valley Railway as lies between the junction of the said intended railway, with the Severn Valley Railway, and the proposed Wribbenhall or Bewdley station of the Severn Valley Railway; and also so much of the Tenbury Railway as lies between the proposed Tenbury station of the Tenbury Railway, and the junction of the said intended railway with the Tenbury Railway; and also the said Wribbenhall or Bewdley station, and proposed Tenbury station respectively, 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.

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 over such canal, situate near the Rose and Crown public-house, in the parish of Burford, in the county of Salop; and the termination of such canal, at or near Sounsnet Wharf, in the parish of Neen Sollars, in the county of Salop, or any part

of such portion of the said canal, 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, or any part thereof; and to vest the same, or any part thereof, 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 Shrewsbury and Hereford Railway Company, and the said Company so intended to be incorporated as aforesaid; and generally to enable such 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 extra-parochial and other places following, or some of them (that is to say): Burford, Boraston, otherwise Buraston, otherwise Boraston with Burford, otherwise Boraston with Whetmore, otherwise Wotmore, Neen Sollars, otherwise Neen Sollars, otherwise Lower Neen, 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, the Severn Valley Railway Company, and the Oxford, Worcester, and Wolverhampton Railway Company, and the Tenbury Railway Company, to subscribe to, and take and hold shares in the said capital of the said intended railway, and to apply their corporate funds to, or to raise further capital for such purpose or purposes, either by the creation of shares, with or without a guaranteed or preference dividend, or by borrowing on mortgage or bond, or by all or any of the means aforesaid, or by some other means to be provided by the said intended Act.

To alter, amend, extend, and enlarge as 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;" "The Shrewsbury and Hereford Railway Act, 1856;" "The Tenbury Railway Act, 1858;" "The Severn Valley Railway Act, 1855;" "The Severn Valley Railway Act, 1856;" "The Severn Valley Railway Act, 1858;" and the following Acts relating to "The Oxford, Worcester, and Wolverhampton Railway Company," viz.: (local and personal Acts.) 8 and 9 Vic. c. 184; 9 and 10 Vic. c. 278; 11 and 12 Vic. c. c. 59 and 133; 13 and 14 Vic. c. 110; 15 and 16 Vic. c. 145; 16 and 17 Vic. c. 212; 17 and 18 Vic. c.c. 207 and 209; 18 and 19 Vic. c. 181; 19 and 20 Vic. c.c. 126 and 137; 21 and 22 Vic. c. 123; 22 and 23 Vic. c. 76.

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 lands 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; 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 abode; 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 first day of November, one thousand eight hundred and fifty-nine.

Burchells, 5, Broad Sanctuary, Westminster, Solicitors to the Oxford, Worcester, and Wolverhampton Railway Company.

Loxdale and Peele, Shrewsbury, Solicitors to the Shrewsbury and Hereford Railway Company.

Marcy and Whitcombe, Bewdley.

William Norris, Tenbury, Solicitor to the Tenbury Railway Company.

Solicitors for the Bill.

G. T. Porter, 4, Victoria-street, Westminster, Parliamentary Agent.

Leicester Cemetery.

(Powers to Mayor, Aldermen, and Burgesses of the Borough of Leicester, and Visitors of Leicestershire and Rutland Lunatic Asylum.—Formation of Additional Cemetery.—Construction of Approaches, Bridges, Viaducts, Sewers, and Drains.—Amendment of Cemetery, Sewerage, and Waterworks Amendment 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 amend "The Leicester Cemetery Act, 1848," and to repeal so much thereof as authorises the mayor, aldermen, and burgesses of the borough of Leicester, hereafter referred to as "The Corporation," to form a cemetery on two closes called No. 19, and No. 20 in the schedule to the said Act.

To authorise the corporation and the visitors of the Leicestershire and Rutland Lunatic Asylum, in the borough and county of Leicester, hereinafter referred to as "The Visitors," to agree for the sale to the visitors of the said closes of land, together with other lands belonging to the corporation, or for the exchange of such lands for other lands belonging to or to be acquired by the visitors, and to confirm any such agreement, and to enable the visitors to carry the same into effect, and to borrow money for the purpose, with powers of charging as security the sums, funds, or rates, payable to or which can be raised or levied by the visitors, and to enable the visitors to re-sell the purchased lands, or any part thereof, from time to time.

To enable the corporation in lieu of extending the present cemetery to establish another general cemetery or burial-ground, and for such purpose to take and purchase all or any part of certain lands, comprising four closes, in the occupation of Mr. Thomas Warner, situate in the parish but late extra-parochial place of the Leicester Abbey,

in the county of Leicester, containing together by estimation 47 acres or thereabouts, and bounded on or towards the north in part by lands of Sir Cornwallis Ricketts, Bart., in the parish of Belgrave, in the county of Leicester, and in other part by a road in the said parish of the Leicester Abbey, leading from the said last-mentioned lands to the bridle road next hereinafter mentioned, on or towards the west by a bridle road, in the said parish of the Leicester Abbey, over lands of the Right Honourable the Earl of Dysart, on or towards the south by other lands of the said Earl Dysart, and on towards the east by the public road leading from Leicester to the Loughborough and Leicester turnpike road, called Abbey-lane, and to make and maintain an approach or public carriage road, with proper works and flood arches connected therewith, and with sewers and drains under the same, from a certain street or road called Sidney-street, otherwise Meadow-lane, in the parish of Saint Margaret, in the borough of Leicester, branching out of and on the north-west side of the Belgrave-road, in the said parish of Saint Margaret, over and along certain lands commonly called the AbbeyMeadow, situate in the said parish of Saint Margaret, and in the chapelry or parish of Knighton, in the county of Leicester, or one of them, crossing the Leicester navigation at or near the existing bridge in or near the said Abbey Meadow, and either by an alteration and improvement in such bridge or the erection of a new bridge in lieu thereof, and also crossing the river Soar and the Abbey Mill Stream or Mill Race, by means of a viaduct or bridges to certain lands lying on the north-west side of the said river Soar belonging to the said Earl Dysart, and thence over and along such lands to the Abbey-lane aforesaid, in the said parish or late extra-parochial place of Leicester Abbey, and it is intended to divert the present public bridle and footway crossing the Abbey Meadow, and certain lands of the said Earl Dysart, between Sidney-street aforesaid and the Abbey-lane aforesaid, into, and to carry the same along, the said public carriage road.

To purchase by compulsion or agreement lands required for the intended cemetery, public carriage road, bridges, viaducts, sewers, drains, and works, and to determine the mode of ascertaining, applying, and disposing of any money which may be payable by the corporation for compensation, in respect of the rights of the parishioners or inhabitants of the said parish of St. Margaret, in and over the said Abbey Meadow.

To authorise the corporation to construct and maintain a sewer or drain from the said lands so intended to be taken and purchased for a general cemetery, commencing in or near the close adjoining the boundary of the parish of Belgrave aforesaid, passing across or along Abbey-lane, and terminating at or in the Leicester Sewage Works, near Abbey-lane aforesaid, all in the parish or late extra-parochial place of Leicester Abbey.

To authorise the corporation to construct and maintain a sewer, commencing at Sidney-street, otherwise Meadow-lane aforesaid, under and along the said intended carriage-road, and under the said Leicester Navigation, and terminating by a junction with the main line of sewer now existing, and being under part of the Abbey Meadow aforesaid at or near the point where the footpath and bridle road cross such sewer in the parish of Saint Margaret. The approach or public carriage-road, bridges, viaducts, sewers, drains, and works before-mentioned, and the lands to be taken for the purposes of those works, and of the cemetery, and the other purposes of the Bill, are or will be situate in, or pass from, in, through, and into the several pa-

ishes, townships, and extra-parochial or other places following, or some of them, that is to say, Saint Margaret, Knighton, Belgrave, and Leicester Abbey, all in the county of Leicester.

To authorise the corporation to erect and provide chapels, buildings, lodges, walls, fences, and all proper and suitable conveniences, on or in connection with the cemetery: to levy rates, fees or charges for the use of the said cemetery or burial-ground, and to levy certain new rates or assessments upon the owners or occupiers of property within the said borough, for the purposes of the said Act, to alter existing rates and assessments, to charge the Borough Fund and the General District Rate Fund of the said borough, or one of them, to and with the payment of the costs and expenses of obtaining and executing the intended Act, subject to such payments and contributions towards such costs and expenses by the said visitors as may be prescribed or referred to in the said Bill, and to borrow and raise money by mortgage of any lands or other property of the corporation, or on the security of the Borough Fund, or borough rates, or on the General District Fund, or rates for the borough.

To extend and apply to the said intended general cemetery, or burial-ground, the powers and provisions of "The Leicester Cemetery Act, 1848," with respect to the performance of the burial service, or the interment of persons therein and the management thereof, and for preventing nuisances, and for imposing penalties, and for making bye-laws, and with respect to other matters in like manner as if the said intended cemetery or burial-ground had been established under the powers of the said Act, with such modifications as will be contained in the Bill.

To amend "The Leicester Sewerage Act, 1851," and "The Leicester Waterworks Amendment Act, 1851," or either of them, for the purpose of extending the period for repayment of certain money borrowed by the corporation under the powers of the said Acts, or either of them.

To vary or extinguish any exemptions, rights, or privileges which may interfere with the execution of the purposes aforesaid, and to confer powers upon the corporation and visitors, or either of them, for the carrying into effect any of the objects before mentioned.

To incorporate with the Bill "The Lands Clauses Consolidation Act, 1845," "The Commissioners Clauses Act, 1847," and "The Cemeteries Clauses Act, 1847," or some part or parts thereof respectively.

Plans describing the lands and property intended to be taken for the intended cemetery or burial-ground, road, bridges, viaducts, sewers, drains, and works, and showing the line or situation of such road, bridges, viaducts, sewers, and drains, and sections showing the levels of such road, bridges, viaducts, sewers, and drains, 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 property, and 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 Leicester, at his office at Leicester; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to the parishes before mentioned, in which any of the intended works or land to be taken are or will be situated, with a copy of the said notice, will be deposited with the parish clerk of each such parish, at his place of abode, and in respect of the parish or extra-parochial place of Leicester Abbey

with the parish clerk of the adjoining parish of Belgrave aforesaid, 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 10th day of November, 1859.

Samuel Stone, Town Clerk, on behalf of the Corporation of Leicester.

William Freer, Clerk to the Visitors, on behalf of the Visitors of the Leicestershire and Rutland Lunatic Asylum.

Mersey Docks and Harbour Board.

Floating Bridges and Piers at Liverpool and Woodside—Alteration of Authorised Works at Woodside—Extension of Period for Executing Part of Works at Woodside—Alteration of Appropriation of Landing Stages at Liverpool and Woodside—Tolls—Power to Apply Money—Arrangements with Ferry Owners—Certain Goods not to be Liable to Ferry Claims—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 Mersey Docks and Harbour Board (hereinafter called the Board), to construct the works and effect the objects hereinafter mentioned, or some of them, that is to say:

1st. To make a floating bridge, pier, and jetty on the Liverpool side of the River Mersey, commencing on the south side and at or near the east end of the basin or dock called the Seacombe Basin, belonging to the Board, and terminating upon and by a junction with the North Landing Stage, on the River Mersey, near to the second bridge from the south end of such stage, which said proposed bridge, pier, and jetty will be wholly situate in the parish of Liverpool, in the county of Lancaster.

2nd. To make a floating bridge, pier, and jetty on the Birkenhead side of the River Mersey, to commence on the north side and at or near the west end of the open dock or basin authorised to be made by "The Mersey Docks and Harbour (Works) Act, 1858," at the south end of the proposed quay or sea wall for inclosing the Woodside Basin, and to terminate upon and at or near the centre of the intended floating landing stage in the River Mersey, at Woodside, authorised to be made by such Act, which said last-mentioned bridge, pier, and jetty will be wholly situate in the extra-parochial township or chapelry of Birkenhead, in the county of Chester.

3rd. To alter and to enlarge the intended open dock or basin authorised to be constructed by "The Mersey Docks and Harbour (Works) Act, 1858," to the northward of the Woodside Pier or Jetty, and to widen and extend such open dock or basin on the south side thereof, and to construct at the west end thereof a gridiron or graving blocks, and all necessary works connected therewith, which said proposed alteration, enlargement and extension will be situate wholly in the said extra-parochial township or chapelry of Birkenhead, in the county of Chester.

4th. To divert the waters of the River Mersey into the altered dock basin and works.

5th. To make, erect, lay down, and maintain in the parish and extra-parochial township and place aforesaid, and in the bed or shore of the River Mersey, all proper and convenient ways, platforms, quays, wharfs, gates, moorings, piles, pon-

toons, buoys, coffer dams, engines, and other works and conveniences.

6th. To take or purchase by compulsion or agreement any lands or hereditaments required for the purposes of the intended works, and to vary or extinguish all rights and privileges incidental thereto or connected therewith.

7th. To abandon and relinquish the construction of the intended graving dock on the south side of the Woodside Pier or Jetty, authorised to be made by "The Mersey Docks and Harbour (Works) Act, 1858," and to erect on the shore of the River Mersey, and in continuation of the authorised quay or sea wall at Woodside, and wholly in the said extra-parochial township or chapelry of Birkenhead, a quay or sea wall along the authorised entrance to such graving dock.

8th. To charge that portion of the said quay or sea wall which may be constructed in front of or upon land of the Birkenhead Improvement Commissioners, including the gridiron or graving blocks, with an annual rent charge, payable to the Board, as a consideration for the costs and expenses attendant upon the construction thereof respectively, by making Section 40 of "The Mersey Docks and Harbour (Works) Act, 1858," applicable thereto.

9th. To extend the period within which certain parts of the works at Woodside fifthly described in "The Mersey Docks and Harbour (Works) Act, 1858," are required to be completed.

10th. To vary and adapt the said existing North Landing Stage, at Liverpool, and the said authorised floating landing stage at Woodside, or some parts thereof respectively, so as to provide for the convenient use thereof by ferry boats, and for the passage on and over the same and the embarking and disembarking thereat of cattle, carts, carriages, and other vehicles, and to alter the several provisions of "The Mersey Docks and Harbour Act, 1857," and "The Mersey Dock Acts Consolidation Act, 1858," and "The Mersey Docks and Harbour (Works) Act, 1858," which in any way direct the appropriation of the said landing stages or either of them, or of any particular portions thereof for any specific purposes, and to make other provisions in lieu thereof.

11th. To levy tolls, rates, and dues upon goods, wares, and merchandize, cattle, carts, carriages, and other vehicles using or passing over the said floating bridges, piers, and jetties, or either of them and to appropriate to the exclusive use of passengers the several existing and authorised ways, bridges, and approaches to the said floating landing stages at Liverpool and Woodside respectively.

12th. To apply the income and any other moneys of the Board towards the purposes of the proposed works, and generally for facilitating and improving the communications between the docks of the Board at Liverpool and Birkenhead.

13th. To enable the Board to enter into contracts, agreements, and arrangements with the Birkenhead Improvement Commissioners and all other the owners or lessees for the time being of the several ferries now existing, or hereafter to be established, across the River Mersey, with regard to the use, for the purposes of the traffic of such ferries respectively, of the said floating bridges, piers, jetties, or landing stages, and the tolls, rates, and charges to be paid upon, or in respect thereof; and to enable the Board and the said Commissioners and such other owners or lessees as aforesaid, or any of them, to agree for a commutation of such tolls, rates, and dues, by pay-

ment of an annual sum in gross or otherwise, and to apply money for that purpose.

14th. To provide and declare that all goods, wares, and merchandise carried in lighters, flats, barges, or other vessels from any portion of the docks, quays, and estate of the Board at Birkenhead to any portion of the docks, quays, and estate of the Board at Liverpool, and vice versa, shall be free from all rights or claims (if any) on the part of the owners or lessees of any ferry now or hereafter to be established across the River Mersey.

15th. To confer, vary, or extinguish other rights and privileges.

16th. And it is intended, so far as may be necessary or desirable for any of the purposes of the said Bill, to amend the provisions of the several Acts of Parliament following, or some of them, that is to say, (local and personal,) 3 William 4, chapter 68; 1 Victoria, chapter 33; 5 Victoria, chapter 5; 6 Victoria, chapters 13 and 24; 7 Victoria, chapter 32; 9 Victoria, chapter 28; 13 Victoria, chapter 3; and 21 and 22 Victoria, chapters 85 and 121, relating to the Birkenhead Improvement Commissioners; and the 20 and 21 Victoria, chapter 162; 21 and 22 Victoria, chapters 90 and 92; and 22 Victoria, chapter 20, relating to the Mersey Docks and Harbour Board.

And notice is hereby further given, that on or before the thirtieth day of November instant, plans and sections of the intended works, together with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county palatine of Lancaster, at his office at Preston, in that county, and with the Clerk of the Peace for the county of Chester, at his office at Chester, in that county; and that on or before the said thirtieth day of November instant, a copy of so much of the said plans, sections, and book of reference, as relates to each parish and extra-parochial place from, in, through, or into which the said works will be made, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection in the case of each such parish with the parish clerk thereof, at his residence, and in the case of each such extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence. And that on or before the twenty-third day of December next, printed copies of the said intended Bill will be deposited at the Private Bill Office of the House of Commons.

Dated this twelfth day of November, 1859.

John North, Solicitor of the said Board.

Caledonian Railway.

(Branches to Lanark and the Douglas Mineral Field; Connecting Branch near Edinburgh; 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 for the purposes following or some of them; that is to say: to incorporate with the undertaking of the Caledonian Railway Company, and to empower that Company to acquire, hold, alter, improve, maintain, work, and use a railway already executed (to be called the Lanark Branch), commencing by a junction with the Caledonian Railway at a point in the parish of Carstairs between the bridge by which that railway is carried across the Mouse-water and the post indicating a dis-

tance along that railway of 76 miles from Carlisle towards Glasgow, and terminating at a point or points near to Saint Leonard's Church, situate in or near to Bannatyne-street in the royal burgh of Lanark, and all proper works and conveniences in connection with the said Lanark Branch; which Lanark Branch and relative works are and will be situate in and pass from, through, and into the parishes of Carstairs and Lanark and the royal burgh of Lanark, all in the county of Lanark; as also, to empower the said Company to make, maintain, work, and use the following branch railways, or some of them, or part thereof, and all proper works and conveniences in connection therewith respectively; that is to say,—First, a branch railway (to be called the Douglas Branch), commencing by a junction with the said Lanark Branch at a point in the parish of Lanark near to the farm-steading of New Mains, and terminating at a point in the parish of Douglas on the eastern side of the turnpike-road from Glasgow to Carlisle near to the milestone indicating a distance along that road of 27 miles from Glasgow and 67½ miles from Carlisle; which Douglas Branch and relative works will be situate in and will pass from, through, and into the following parishes, or some of them,—viz. the parishes of Lanark, Carmichael, Lesmahagow, and Douglas, and the royal burgh of Lanark, all in the county of Lanark;—Secondly, a connecting branch railway, commencing by a junction with the Caledonian Railway at or near the bridge which carries the accommodation road for the farm of Silvermuir over the Caledonian Railway, near to the post indicating a distance along that railway of 75½ miles from Carlisle towards Glasgow, and terminating by a junction with the said Lanark Branch at a point about a furlong and a half to the westward of the farm-steading of Silvermuir; which connecting branch railway and relative works will be wholly situate in the parish of Carstairs and county of Lanark;—Thirdly, another connecting branch railway, commencing by a junction with the said Lanark Branch at a point about one furlong to the north-westward of the farm-steading of New Mains, and terminating by a junction with the said Douglas Branch at a point about one furlong to the southward of the said farm-steading of New Mains; which last-mentioned connecting branch railway and relative works will be wholly situate in the parish and royal burgh of Lanark and county of Lanark;—and, Fourthly, a connecting branch railway commencing by a junction with the Caledonian Railway at a point between the post indicating a distance along that railway of 100½ miles from Carlisle towards Edinburgh and the engine-shed on the eastern side of the Dalry Cemetery, and terminating by a junction with the Granton Branch of the Caledonian Railway at a point near to and on the south side of the bridge by which the said Granton branch is carried over the Edinburgh and Glasgow Railway; which last-mentioned connecting branch railway and relative works will be situate wholly within the parish of Saint Cuthbert and partly within the city or royal burgh of Edinburgh in the county of Edinburgh.

And notice is further given, that duplicate plans and sections, describing the lines, situation, and levels of the said Lanark Branch and proposed alterations thereof, and of the said several other 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, together with books of reference to such plans, containing the names of the owners

or reputed owners, lessees or reputed lessees, and occupiers of the said lands, houses, and other property, and published maps, to a scale of not less than half an inch to a mile, with the lines of the said several railways delineated thereon, so as to show their general course and direction; and copies 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 in the office at Edinburgh of the principal Sheriff-Clerk of the county of Edinburgh; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes and royal burghs before specified respectively, 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 each such parish, at his usual place of abode, and with the Town-Clerks of the said royal burghs respectively, at their respective offices in Lanark and Edinburgh.

And notice is further given, that it is intended by the said Bill to empower the Caledonian Railway Company to deviate in the alterations of the said Lanark Branch and in the construction of the said several other 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, water-courses, telegraphic apparatus, and gas and water pipes, so far as may be necessary or expedient for the purpose of making, maintaining, and using the said several railways, or any of the works and conveniences connected therewith.

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 several railways and on the railways and tramways communicating therewith; to levy tolls, rates, and charges for the use of the said several 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 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 authorized 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 "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, the twenty-first and twenty-second, and the twenty-second and twenty-third 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.

Dated this 10th day of November, eighteen hundred and fifty-nine.

Hope and Mackay, W.S., Edinburgh.

Grahame, Weems, and Grahame, 30, Great George-street, Westminster.

Leeds, Bradford, and Halifax Junction, Bradford, Wakefield, and Leeds, Great Northern, and Lancashire and Yorkshire Railway Companies. (Lease, Sale, or Amalgamation; Dissolution of Leeds, Bradford, and Halifax Junction, and Bradford, Wakefield, and Leeds Railway Companies; Additional Capital; 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 purposes following, that is to say:—To authorize and empower the Leeds, Bradford, and Halifax Junction Railway Company (hereinafter called "the Bradford Company") and the Bradford, Wakefield, and Leeds Railway Company (hereinafter called "The Wakefield Company"), or either of those Companies, to lease or to sell and transfer to the Great Northern Railway Company and to the Lancashire and Yorkshire Railway Company jointly, or to either of those Companies severally, the railways, works, property, and effects vested in or belonging to the Bradford Company, or, as the case may be, to the Wakefield Company, or which those Companies respectively are authorised to construct, and either before or after the completion thereof, at such rent, for such price or consideration, and upon such terms and conditions as may have been, or may be agreed upon between the respective Companies parties to any such arrangement, or as may be fixed, ascertained, and deter-

mined in and by or under the provisions of the intended Act; and to authorise and empower the Great Northern Railway Company and the Lancashire and Yorkshire Railway Company, and either jointly or severally, to take a lease of or to purchase and take the said railways, works, property, and effects, or any or either of them.

To authorise, either immediately or at some future period, the union and amalgamation upon such terms and conditions as may have been or may hereafter be agreed on between the Companies parties to any such arrangement, or as may be fixed, ascertained, and determined in and by or under the provisions of the intended Act of the Bradford Company and the Wakefield Company, or either of those Companies, with the Great Northern Railway Company or the Lancashire and Yorkshire Railway Company, and the union and consolidation into one undertaking of the undertakings of the Companies parties to such arrangement.

To transfer to the Great Northern Railway Company and to the Lancashire and Yorkshire Railway Company and either jointly or severally 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, the construction or use of railways and works or otherwise, which at the time of granting such lease or effecting such sale or such amalgamation may be vested in or may attach to or might be held and enjoyed by the Bradford Company or (as the case may be) the Wakefield Company, either with reference to their own respective undertakings, or the undertakings, or part thereof, of any other Company or Companies, and all such other powers as may be deemed necessary in relation to the use, management, and exercise by the Great Northern Railway Company and the Lancashire and Yorkshire Railway Company, or either of them, of the undertakings, rights, powers, and privileges, or any of them, of the Bradford Company and the Wakefield Company, or either of them.

To enable the Great Northern Railway Company and the Lancashire and Yorkshire Railway Company, or either of them, and either jointly or severally, to grant annuities, or, as they may think fit, to create and issue debentures, or preferential or other shares or stock, in their respective undertakings, to the holders of debentures, or shares, or stock, in the Bradford Company and in the Wakefield Company, or either of them, in lieu or instead of such last-mentioned debentures, or shares, or stock, or otherwise for the purposes of the intended Act, and to enable the Great Northern Railway Company and the Lancashire and Yorkshire Railway Company, or either of them, to raise by borrowing or mortgage of their undertaking, or by issuing debentures, or new shares, or stock, with or without preference or priority in payment of interest or dividend, a further sum of money for the purposes of the intended Act.

To confirm and give effect to all or any agreement made between, or on behalf of the said Companies respectively, or any or either of them, with reference to all or any of the matters aforesaid.

To provide for the dissolution of the Bradford Company and the Wakefield Company, or either of them.

And it is also proposed by the intended Act, to alter, amend, extend, and enlarge or to repeal all or some of the powers and provisions of the several Acts following, or some of them, relating to the Leeds, Bradford, and Halifax Junction Railway Company, or their

undertaking, (that is to say), local and personal Acts 15 and 16 Vic. cap. 118; 16 and 17 Vic. cap. 111; 17 and 18 Vic. cap. 162; 18 and 19 Vic. cap. 13; and 22 and 23 Vic. cap. 111; also the Acts following (or one of them) relating to the Bradford, Wakefield, and Leeds Railway Company or their undertaking, that is to say, 17 and 18 Vic. cap. 160; and 22 and 23 Vic. cap. 71; also the Acts relating to the Great Northern Railway Company or their undertaking, that is to say, "The Great Northern Railway Act, 1846" (9 and 10 Vic. cap. 71); 9 and 10 Vic. cap. 88; 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; 21 and 22 Vic. cap. 113; and 22 Vic. cap. 35. Also the Acts relating to the Lancashire and Yorkshire Railway Company, or their undertaking (that is to say), local and personal Acts 1 and 2 Wm. 4, cap. 60; 2 Wm. 4, cap. 69; 5 Wm. 4, cap. 30; 6 and 7 Wm. 4, cap. 111; 7 Wm. 4, cap. 24; 1 Vic. cap. 25; 2 and 3 Vic. cap. 55; 4 Vic. cap. 25; 7 Vic. caps. 16 and 34; 7 and 8 Vic. caps. 60 and 82; 8 and 9 Vic. caps. 35, 39, 54, 101, 103, 109, 166, 171, and 172; 9 and 10 Vic. caps. 185, 212, 231, 266, 271, 276, 277, 282, 302, 306, 312, 354, 373, 381, and 390; 10 and 11 Vic. caps. 103, 105, 163, 166, 221, 240, 288, and 289; 11 and 12 Vic. caps. 71 and 115; 12 and 13 Vic. caps. 50, 71, and 74; 13 and 14 Vic. caps. 83, 89, 95, and 99; 14 and 15 Vic. caps. 46 and 56; 15 Vic. cap. 96; 15 and 16 Vic. cap. 132; 16 and 17 Vic. caps. 163 and 211; 17 Vic. caps. 58 and 59; 17 and 18 Vic. cap. 117; 21 and 22 Vic. caps. 106 and 143; and 22 and 23 Vic. caps. 110 and 129.

And notice is hereby also given, that, on or before the 23rd 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 14th day of November, 1859.

Barr, Nelson, and Barr, Solicitors, Leeds.

Leeds, Bradford, and Halifax Junction, and Bradford, Wakefield, and Leeds Railway Companies Amalgamation.

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 purposes following, that is to say:—

To authorize, either immediately or at some future period, the union and amalgamation by or under such name 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 and by or under the provisions of the intended Act of the Leeds, Bradford, and Halifax Junction Railway Company and the Bradford, Wakefield, and Leeds Railway Company, and the union and consolidation into one undertaking of the undertakings of the said two Companies, so that the undertakings, property, estate, and effects, rights, powers, and privileges of what nature or kind soever, and whether with reference to the purchase of lands or houses, the construction or use of railways and works, the levying of tolls, rates, or duties, or otherwise, which at the time of such amalgamation may be vested in, or may attach to, or might be held and enjoyed by the said Companies or either of them, either with reference to their own undertakings, or the undertakings, or part thereof, of any other Company or Companies may be vested in and belong to and be exercised and enjoyed by such one united and consolidated Company.

And the intended Act will also provide for the mortgage and bond or other debts of the said

respective Companies, and the security of the holders of such mortgages and bonds, and of other creditors, and also if thought fit for the dissolution of both or either of such Companies.

And the intended Act will also provide for carrying into effect all agreements made by or on behalf of the said two Companies with reference to the proposed amalgamation or otherwise with reference to their respective undertakings.

And it is also proposed by the intended Act, to alter, amend, extend, and enlarge, or to repeal all or some of the powers and provisions of the several Acts following, or some of them, relating to the Leeds, Bradford, and Halifax Junction Railway Company, or their undertaking (that is to say), local and personal Acts, 15 and 16 Vic. cap. 118; 16 and 17 Vic. cap. 111; 17 and 18 Vic. cap. 162; 18 and 19 Vic. cap. 13; and 22 and 23 Vic. cap. 111; and also the Acts following, or one of them relating to the Bradford, Wakefield, and Leeds Railway Company, or their undertaking (that is to say), 17 and 18 Vic. cap. 160; and 22 and 23 Vic. cap. 71.

And notice is hereby also 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 14th day of November, 1859.

Barr, Nelson, and Barr, Solicitors, Leeds.

London and South-Western Railway.
(Kingston Railway Extension; Sale or Lease of or Amalgamation with Stokes Bay Pier and Railway; Isle of Wight Ferry; Epsom and Leatherhead; Wimbledon and Dorking; Lynton and Exeter and Exmouth Railways; Working Arrangements with Epsom and Leatherhead Company; Lease of Portion of Dorset Central Railway; Dissolution of Companies; Further Capital; Abandonment of part of Portsmouth Railway; to provide and work Steam Vessels; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, by the London and South-Western Railway Company (hereinafter called the Company), for an Act to authorise and effect the objects and purposes hereinafter mentioned, or some of them, that is to say:—

To enable the Company to make and maintain a railway, and to carry the same over the River Thames, with all proper works, bridges, and conveniences connected therewith respectively, commencing in the parish of Teddington, in the county of Middlesex, by a junction with the Kingston-bridge-line authorised by "The South-Western Railway Act, 1859," in a field numbered 93, in the parish of Teddington, on the plans referred to in the said Act—and deposited with the Clerk of the Peace for the county of Middlesex, in the month of November, 1858—and terminating in the parish of Kingston, otherwise Kingston-upon-Thames, in the county of Surrey, in a piece of garden ground abutting on the Richmond-road, leading from Kingston to Richmond, and belonging to William Henry Dalton and Mary Myatt, and her trustees, and in the occupation of George Jackson, and of which piece of garden ground the northern boundary wall where it abuts upon the said road is twenty-eight yards or thereabouts, southward of a public footpath called Canbury-passage, leading from the Richmond-road to the Lower Ham-road, which last-mentioned railway and works will be made in and pass from, through, or into the parishes, extra-parochial, and other places of Teddington, Hampton, and Hampton-

wick, and the bed and shore of the River Thames, in the county of Middlesex, and Kingston, otherwise Kingston-upon-Thames, and the bed and shore of the River Thames, in the county of Surrey, or some of them.

To enable the Company to abandon so much of the authorised Kingston-bridge line as lies between the point at which the before described intended new railway is to commence, and the authorised terminus of such Kingston-bridge line, in the parish of Hampton, in the county of Middlesex.

To enable the Company to cross, stop up, alter, or divert, whether temporarily or permanently, all turnpike and other roads and highways, foot-paths, railways, tramways, aqueducts, canals, streams, rivers, brooks, pipes, waters, and water-courses, within the aforesaid parishes, extra-parochial and other places, or any of them, which it may be necessary to cross, stop up, alter, or divert, by reason, or for the purposes of the intended railway, works, and conveniences, or any of them.

To enable the Company to purchase and take by compulsion or agreement, lands and houses for all or any of the purposes aforesaid, and of the intended Act, and to vary or extinguish all existing rights or privileges in any manner connected with the lands and houses proposed to be purchased or taken, or which would in any manner interfere with the construction, maintenance, or use of the intended railway works or conveniences, and to confer, vary, or extinguish other rights and privileges.

To enable the Stokes Bay Railway and Pier Company, and the Isle of Wight Ferry Company (hereinafter called the Two Companies,) or either of them, to grant, and the Company to accept, upon such terms and conditions as may have been or may be agreed upon, a lease of, and to enable the same Two Companies, or either of them, to sell, and the Company to purchase, either or both of the undertakings authorised by the Acts of the Two Companies respectively, or any part or parts thereof; and to confirm all existing agreements between the Two Companies, or either of them, and the Company in reference to the granting and accepting of such lease, or to such sale and purchase, and to enable the Company and the Two Companies, or either of them, to enter into and carry into effect any contracts or agreements for or with reference to the construction and maintenance, and the running over, working, and using by their officers and servants, with or without engines and carriages, the railways, piers, stations, landing places, works, and conveniences of the Two Companies, or either of them, or any part or parts thereof respectively, and for or with reference to the transmission, regulation, and management of the traffic of either of the Two Companies, and the collection, apportionment, and appropriation of the tolls, fares, and rates in respect of the same railways, piers, works, and conveniences, or any of them, or any part thereof respectively.

To enable the Epsom and Leatherhead Railway Company, and the Wimbledon and Dorking Railway Company, and the Lynton and Exmouth Railway Company, and the Exeter and Exmouth Railway Company (hereinafter called the Four Companies), or any or either of them, to sell or let on lease the railways, stations, works, property, and effects, now belonging to them, or either of them, or which may become vested in them, or either of them, under any Act or Acts to be passed in the next session of Parliament, or any part or parts thereof respectively, and all their rights, powers, privileges, and authorities unto the Company,

and to enable the Company to purchase or take a lease or leases of the railways, stations, works, property, and effects of the Four Companies, or of any or either of them, or any part or parts thereof, and to have, exercise, and enjoy all the rights, powers, privileges, and authorities, whether with reference to the construction and completion of works, the levying tolls, rates, and charges, in respect of such railways, stations, and works, or any of them, or otherwise now or hereafter vested in the Four Companies, or any or either of them and to confirm all existing agreements between the Four Companies, or any or either of them, and the Company in reference to such sale and purchase, and to the granting and accepting of such lease or leases.

To authorise the union and amalgamation of the Four Companies, and of the Two Companies, any or either of them, with the Company upon such terms and conditions as may have been or may hereafter be agreed upon, or as may be fixed, ascertained, and determined upon in, and by the said intended Act; and to enable the Company to hold, exercise, and enjoy all the property, rights, powers, privileges, and authorities of the Four Companies, or of the Two Companies, any or either of them, when so amalgamated.

To enable the Company, and the Epsom and Leatherhead Railway Company to enter into and carry into effect any contracts or agreements for or with reference to the maintenance, and the running over, working, and using with their engines and carriages, the railway stations, works, and conveniences of the Epsom and Leatherhead Railway Company, or held by them jointly with any other Company or Companies, or any part thereof, and for and with reference to the transmission, regulation, and management of the traffic of the Epsom and Leatherhead Railway Company, and the collection, apportionment, and appropriation of the tolls, rates, and charges in respect of the same railways, stations, works, and conveniences, or any part thereof.

To enable the Dorset Central Railway Company to grant, and the Company to accept, upon such terms and conditions as may have been or may be agreed upon, a lease of so much of the undertaking of the Dorset Central Railway Company as is in "The Dorset Central Act, 1857," called the Original Main Line, lying between the Southampton and Dorchester Railway, of the Company and the town of Blandford, and all the stations, works, powers, rights, and privileges belonging or appertaining thereto, or any part or parts thereof, and to confirm all existing agreements in reference to the granting and accepting of such lease, and to enable the Company to exercise and enjoy all the rights, powers, privileges, and authorities of the Dorset Central Railway Company, upon or in respect of such portion of railway.

To enable the Company to apply their corporate funds, and, if necessary, to raise additional capital by the creation of new shares or stock, either with or without preference or priority in payment of dividend, and by borrowing, or by either of those means for all or any of the purposes of the proposed Act, and for the general purposes of the Company; and to levy tolls, rates, and duties, as well in respect of the railway and works, by the Act proposed to be authorised, as in respect of the general undertaking of the Company, and any other railways, works, and undertakings which they may be empowered to purchase, or lease, or work, or with whom they may be amalgamated, under the provisions of the intended Act, and to alter all or any existing tolls, rates, and duties affecting the same undertakings, railways, and

works respectively; and to confer, vary, and extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

To provide for the dissolution, if need be, of the Stokes Bay Railway and Pier Company, the Isle of Wight Ferry Company, the Epsom and Leatherhead Railway Company, the Wimbledon and Dorking Railway Company, the Lymington Railway Company, and the Exeter and Exmouth Railway Company, or of any or either or them, and for the winding up of the affairs thereof,

To enable the Portsmouth Railway Company, and any other Company, by or with whom the undertaking of that Company may be leased or amalgamated, to relinquish the construction of the railways by "The Portsmouth Railway Amendment Act, 1858," authorised to be made from and out of the authorised line of the Portsmouth railway, in the parish of Havant, to join the railway leading from Cosham to Portsmouth, belonging to the London, Brighton, and South Coast Railway Company, and the Company or one of them, and the branch thereof in the parish of Farlington, to join the said railway from Cosham to Portsmouth, in the parishes of Wymering and Widley, or one of them, in the county of Southampton, and also to join the London, Brighton, and South Coast Railway in the parish of Farlington, and to repeal so much of that Act as authorises and requires the construction thereof; and to repeal so much of the same Act as requires the Portsmouth Railway Company to provide an independent station at Portsea; and to release the Portsmouth Railway Company, and every such other Company as aforesaid, from any penalty or forfeiture by stoppage of dividends or otherwise in consequence of the abandonment of such proposed railways and station

To enable the Company to build, buy, or hire, use, maintain, and work steam-packets and other vessels for navigating between ports and places situate on the southern British coasts, and between such ports and places, or any of them, and the French port of Havre, and other ports on the coast of France, and the Channel islands or any of them; or to contribute by loan or by holding of shares or otherwise towards the capital of any Company engaged in steam navigation between any of the ports and places aforesaid, and to raise all necessary capital by shares, mortgage, or otherwise, for such last-mentioned purposes, or either of them; and to take tolls and fares in respect of passengers, goods and traffic using such steam-packets and other vessels, and to alter the tolls and fares which the Company are now authorised to take for the use of the steam-vessels of the Company, and, if need be, to amend and enlarge the powers granted to the Company by the "London and South-Western Railway Company's Amendment Act, 1848," in reference to building, buying, hiring, maintaining, and working steam-vessels.

And it is further proposed by the intended Act to alter, amend, extend, and enlarge or repeal so far as may be necessary the powers and provisions of the several Acts relating to the following Companies or some of them, viz.:

The Local and Personal Acts relating to the London and South-Western Railway Company, viz., 4 and 5 William IV, cap. 88; 1 Victoria, cap. 71; 1 and 2 Victoria, cap. 27; 2 and 3 Victoria, cap. 28, 4 and 5 Victoria, caps. 1 and 39; 7 and 8 Victoria, caps. 5, 63, and 86; 8 and 9 Victoria, caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Victoria, caps. 129, 131, 173, 174, 175, 252, 355, 370 and 391; 10 and 11 Victoria, caps. 157, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Victoria, caps. 75,

85, 87, 89, 125, and 157; 51 George III, cap. 196; 12 and 13 Victoria, caps. 33 and 34; 13 and 14 Victoria, cap. 24; 14 and 15 Victoria, cap. 83; 16 and 17 Victoria, caps. 99 and 164; 17 and 18 Victoria, caps. 186 and 208; 18 and 19 Victoria, caps. 177 and 188; 19 and 20 Victoria, cap. 120; 20 and 21 Victoria, caps. 18, 72, 121, and 136; 21 and 22 Victoria, caps. 56, 58, 67, 89, and 101; 22 Victoria, cap. 3; and 22 and 23 Victoria, caps. 31, 44, 81, 95, and 184.

The Local and Personal Acts relating to the Epsom and Leatherhead Railway Company, viz., 19 and 20 Victoria, cap. 92; and 22 Victoria, cap. 3.

The Local and Personal Acts relating to the Wimbledon and Dorking Railway Company, viz., 20 and 21 Victoria, cap. 72; and 22 Victoria, cap. 3.

The Local and Personal Acts relating to the Stokes Bay Railway and Pier Company, viz., 18 and 19 Victoria, cap. 192; 19 and 20 Victoria, cap. 112; 21 and 22 Victoria, cap. 50; and 22 and 23 Victoria, cap. 65.

The Local and Personal Acts relating to the Isle of Wight Ferry Company, viz., 19 and 20 Victoria, cap. 112.

The Local and Personal Acts relating to the Lymington Railway Company, viz., 19 and 20 Victoria, cap. 71; and 22 and 23 Victoria, cap. 15.

The Local and Personal Acts relating to the Dorset Central Railway Company, viz., 19 and 20 Victoria, cap. 135; 20 and 21 Victoria, cap. 139; and the following private Act relating to the said Company, 20 and 21 Victoria, cap. 5.

The Local and Personal Acts relating to the Exeter and Exmouth Railway Company, viz., 9 and 10 Victoria, cap. 129; 10 and 11 Victoria, cap. 243; 11 and 12 Victoria, cap. 157; 18 and 19 Victoria, cap. 122; 20 and 21 Victoria, cap. 24; and 21 and 22 Victoria, cap. 56.

The Local and Personal Acts relating to the Portsmouth Railway Company, viz., 16 and 17 Victoria, cap. 99; 17 and 18 Victoria, caps. 186 and 208; 18 and 19 Victoria, cap. 177; 20 and 21 Victoria, cap. 18; 21 and 22 Victoria, cap. 101; and 22 and 23 Victoria, cap. 31.

And notice is hereby also given, that plans and sections of the proposed railway and works, with a book of reference to such plans, and a published map, with a line of the proposed railway delineated thereon, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November, 1859, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at Clerkenwell, in the same county, and with the Clerk of the Peace for the county of Surrey, at his office at Lambeth, in the same county; and that on or before the said 30th day of November, 1859, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place, in or through which the said railway and works, or any part of them, are or is intended to be made, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection, in the case of each parish with the parish clerk thereof, at his residence, and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto at his residence; and printed copies of the said intended Act will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December, 1859.

Dated this 10th day of November, 1859.

Bircham, Dalrymple, and Drake, 46, Parliament-street, Westminster, Solicitors for the intended Act.

London and South Western and Bristol and Exeter Railway Companies.

(Alteration of Salisbury and Yeovil Line, and new line thence to the Durston and Yeovil Branch of the Bristol and Exeter Railway at Yeovil. Additional Rails and gauge on, and Running Powers over part of that Branch, Station and other arrangements, between the two Companies, and with Salisbury and Yeovil Railway Company. Further powers of raising money, Amendment of Acts.)

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

To authorize and require the Salisbury and Yeovil Railway Company (hereinafter called the Salisbury Company) to abandon and relinquish the construction of their main line of railway as authorized by the Acts relating to them hereinafter mentioned from a point in the parish of Bradford Abbas, and county of Dorset, in a field No. 2 in that parish on the plans deposited with the Clerks of the Peace for the counties of Wilts, Somerset, and Dorset, for the purposes of the Salisbury and Yeovil Railway Act, 1854 (and which point is between the two points respectively marked on those plans, 39 miles, 5 furlongs, and 39 miles 6 furlongs), up to and including the authorized terminus at Yeovil of that main line.

To empower the London and South Western Railway Company and the Bristol and Exeter Railway Company (hereinafter called the "Two Companies"), or the London and South Western Railway Company (hereinafter called the South Western Company), alone to make and maintain

A railway (in lieu of the portion so abandoned), together with all necessary and proper stations, sidings, buildings, works, and conveniences to be wholly situate in the parishes of Bradford Abbas aforesaid and Yeovil, in the county of Somerset, such intended railway commencing at the point firstly hereinbefore described, and terminating in the said parish of Yeovil by a junction with the Durston and Yeovil line of the Bristol and Exeter Railway Company, at a point five chains or thereabouts westward of the footbridge, carrying the Dodham footpath over that line.

To empower the two Companies jointly, or the South Western Company alone, to cross, stop up, alter, or divert all turnpike and other roads, highways, streets, footways, drains, sewers, railways, tramways, aqueducts, pipes, canals, rivers, and streams within the parishes aforesaid, which they may require to cross, stop up, alter or divert by reason, or for the purposes of the intended railway and works, and also to purchase and take, by compulsion or agreement, lands and buildings for the purposes aforesaid, and other the purposes of the Bill, and to vary or extinguish any rights and privileges connected therewith.

To empower the two Companies jointly, or the South Western Company alone, to lay down additional rails on any part of the said Durston and Yeovil line, between a point one thousand yards or thereabouts to the westward of the Henford station on that line, in the said parish of Yeovil, and a point, 100 yards or thereabouts, to the eastward of the bridge, for carrying over that line the road numbered 45 in the parish of Yeovil, on the said deposited plans, and also in and through the said Henford station, and all sidings, approaches, or conveniences which are or hereafter may be connected therewith, so as to admit of the use thereof by engines and carriages adapted

to the narrow gauge, as well as those adapted to the broad gauge, and to lay down on the said intended railway or any part thereof rails of both gauges.

To empower the South Western Company to run over, work, and use, by and with their officers and servants, engines and carriages, and for the purposes of traffic of every description the intended railway, and the stations, works, and conveniences connected therewith, and the before-described part of the Durston and Yeovil line and the said Henford station, with all approaches, water, water engines, sidings, machinery, booking-offices, works, and conveniences connected therewith, and to require the Bristol and Exeter Railway Company to afford all necessary facilities for that purpose, on such terms and conditions as, in default of agreement, shall be determined by the Board of Trade or by arbitration.

To empower the Bristol and Exeter Company to run over, work, and use, by and with their officers and servants, engines and carriages, and for the purposes of traffic of every description, the said intended railway, or any part thereof, and the stations, approaches, water, water engines, sidings, machinery, booking-offices, works, and conveniences connected therewith, and to require the South Western Company and the Salisbury Company respectively to afford all necessary facilities for that purpose, on such terms and conditions as, in default of agreement, may be determined by the Board of Trade or by arbitration.

To authorize and give effect to contracts and arrangements between the two Companies and the Salisbury Company, and between any two of those three Companies, for or with reference to all or any of the objects aforesaid, the maintenance, working, and use of the whole or any part of the said intended railway, and the station and works thereof, and of the said portion of the Durston and Yeovil line, including the said Henford station, the joint and several construction, maintenance, ownership, management, division, or appropriation of any station or stations existing or to be made upon the railways or portions of railways, hereinbefore mentioned; the fixing, collection, division, apportionment, and appropriation of the tolls and other income arising from the aforesaid railways, stations, and other works, or from any traffic passing over any other lines of the said Companies, the contributions, payments, and allowances to be made and allowed by any or either of the said Companies to the other or others of them for or with reference to or on account of all or any of the objects of the Bill, or of any such contracts or arrangements, and the application thereof, the services, facilities, arrangements, and accommodation to be afforded, made, and provided by all, any, or either of the said Companies to or for the benefit of all, or any, or either of them, and any matters incidental to or connected with the objects and purposes aforesaid.

To substitute as regards existing leases, agreements, and arrangements between the South Western Company and the Salisbury Company, the new railway, and the station and works thereof, to be authorized by the Bill for the railway and works to be thereby abandoned.

To empower the two Companies and the Salisbury Company, any or either of them, to levy tolls, rates, and duties upon and in respect of the said intended railway, and any railways, or portions of railways, which under the Bill, or any such contract or arrangement they respectively may run

over work, or use, and to alter the tolls, rates, and duties which the said Companies respectively are now authorized to levy upon or in respect of the railways belonging, or leased to, or worked by them, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties.

To empower the two Companies respectively for all or any of the purposes of the Bill, and of any such agreements or arrangements, to apply their respective corporate funds, and to raise further money by the creation of new shares and stock, with or without any guarantee, preference, or priority in payment of interest or dividend, or other special privileges, and by borrowing on mortgages and bonds, and also to grant rent-charges or annuities.

To vary or extinguish all rights and privileges which would interfere with the objects of the Bill, or of any such contract or arrangement, and to confer other rights and privileges.

To amend (so far as necessary for the purposes aforesaid) the local and personal Acts following (to wit)—17 and 18 Victoria, chapter 215; 18 and 19 Victoria, chapter 62; 20 and 21 Victoria, chapter 121; and 21 and 22 Victoria, chapter 67, relating to the Salisbury Company; 6 and 7 William IV., chapter 36: 1 and 2 Victoria, chapter 26; 3 Victoria, chapter 47; 4 and 5 Victoria, chapter 41; 8 and 9 Victoria, chapter 155: 9 and 10 Victoria, chapter 181; 11 and 12 Victoria, chapters 28, 77, 82, and 95; 14 and 15 Victoria, chapter 22; 15 and 16 Victoria, chapter 9; 18 and 19 Victoria, chapter 63; and 20 Victoria, chapter 1, relating to the Bristol and Exeter Railway Company; 4 and 5 William IV., chapter 88; 1 Victoria, chapter 71; 1 and 2 Victoria, chapter 27; 2 and 3 Victoria, chapter 28; 4 and 5 Victoria, chapters 1 and 39; 7 and 8 Victoria, chapters 5, 63, and 86; 8 and 9 Victoria, chapters 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Victoria, chapters 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Victoria, chapters 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Victoria, chapters 75, 85, 87, 89, 125, and 157; 51 George III., chapter 196; 12 and 13 Victoria, chapters 33 and 34; 13 and 14 Victoria, chapter 24; 14 and 15 Victoria, chapter 83; 16 and 17 Victoria, chapters 99 and 164; 17 and 18 Victoria, chapters 186 and 208; 18 and 19 Victoria, chapters 122, 177, and 188; 19 and 20 Victoria, chapter 120; 20 and 21 Victoria, chapters 18, 24, 72, 121, and 136; 21 and 22 Victoria, chapters 56, 58, 67, 89, and 101; 22 Victoria, chapter 3, and 22 and 23 Victoria, chapters 31, 44, 81, 95, and 134, relating to the South Western Railway Company.

And notice is hereby also given, that plans and sections of the proposed railway, with a book of reference to such plans, and a published map, with the line of the proposed railway delineated thereon, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November, 1859, be deposited for public inspection with the Clerk of the Peace for the county of Dorset, at his office in Sherborne, in that county, and with the Clerk of the Peace for the county of Somerset at his office at Wells, in that county, and that on or before the said 30th day of November, 1859, a copy of so much of the said plans, sections, and book of reference as relates to each parish, in or through which the said intended railway is intended to be made, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection with the parish clerk thereof, at his residence; and printed copies of the intended Bill will be

deposited in the Private Bill Office of the House Commons, on or before the 23rd day of December 1859.

Dated this 9th day of November, 1859.

Bircham, Dalrymple, and Drake, Parliament-street,
Savery, Clarke, Fussell, and Prichard, Bristol,
Solicitors for the Bill.

Torquay Gas.

(Incorporation of Company, with powers to construct Gas Works and to supply Gas, &c., within the Parishes of Tormoham, Saint Mary-Church, and Cockington, or some or one of them. Powers to construct Road or Approach to Gas Works. Powers to Purchase Lands for those purposes. Powers to Let, &c. Undertaking. Powers to Purchase, &c. Undertaking, &c., of existing Gas Company.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to incorporate a Company, and to confer on such Company powers for supplying and lighting with gas the parishes of Tormoham, Saint Mary-Church, and Cockington, in the county of Devon, or some or one of them, or some part or parts thereof respectively, and the inhabitants thereof; and to enable and empower such Company to lay down, make, and maintain, and from time to time to remove such mains and pipes and other works, and also to alter such existing mains and pipes and other works as may be necessary for carrying into effect the objects and purposes of the said Bill, in, under, upon, or through all or any of the roads, streets, lanes, courts, squares, bridges, railways, stations, thoroughfares, and other public places, in the said parishes, or some or one of them; and for such purpose or purposes to go along, across, divert, break up, alter or stop up any turnpike or other roads, highways, bridleways, lanes footpaths, bridges, streets, railways, tramways, sewers, drains, pipes, watercourses, thoroughfares, and passages within such several parishes, or any or either of them.

And also to enable and empower such Company to purchase by compulsion or by agreement the following site, or some part thereof, and to erect and maintain thereon gasworks, with all necessary apparatus, buildings, roads, approaches, communications, sidings, and other works and conveniences in connection therewith, that is to say, a parcel of land, consisting of two closes, situate at or near Hollacombe, in the parish of Paignton, in the county of Devon, numbered respectively 257 and 258 in the Tithe Commutation Map or Plan of the same parish, with the dwelling-house and buildings standing and being on the first mentioned close, known by the name of Hollacombe, which said closes of land belong respectively to Mrs. Jane Servante, and Robert Butland, Esq., and are bounded on the south by the Dartmouth and Torbay Railway, on the east by a rivulet or stream dividing the parishes of Paignton and Cockington, on the north in part by a garden, numbered 259 in the said map or plan, and belonging to Thomas Lear, and in part by the turnpike road from Torquay to Paignton, and on the west by an occupation road leading to the said dwelling-house and elsewhere.

And also one of the following parcels of land, or some part or parts thereof respectively, that is to say, a strip of land of the width of 30 feet, part of the said close, numbered 259, running parallel to and adjoining the said rivulet or stream, and extending from the said turnpike road to the said

close, numbered 258. Or a strip of land of the width of 30 feet, part of a close, situate in the said parish of Cockington, belonging to Charles Herbert Mallock, Esq., also adjoining the said rivulet or stream, and extending parallel therewith from the said turnpike road to some part of the said close, number 258, and so much of the said rivulet or stream and the banks thereof as may be requisite for the formation of an approach to such last mentioned close.

And it is also proposed by the said Bill to take powers to manufacture gas, and to sell and dispose of the coke and other residue and products arising from such manufacture, and to supply gas for public and private purposes within the aforesaid parishes, or some or one of them, and to enter into and make contracts in respect thereof with any Company now existing, or which may hereafter be established for the purpose of lighting with gas the aforesaid parishes, or some or one of them.

And it is also proposed by the said Bill to enable the said Company to contract with and authorize arrangements to be made with any board of health, commissioners company, public officers, trustees, surveyors, or others, for lighting or supplying with gas any public streets, roads, ways, and public places, works or buildings, or other places in the said parishes, or any or either of them.

Also to enable the said Company so to be incorporated to purchase by compulsion or agreement, and to take or hold on lease, lands, houses, or other property, for the purpose or purposes of the said intended Bill.

And it is also proposed by the said Bill to vary and extinguish all rights and privileges connected with the lands, houses, and other property, which the said Company may be authorized to purchase, take or hold, or which will in any manner impede or interfere with the construction and maintenance of the said works, or with any of the objects and purposes of the said intended Bill.

And it is also proposed by the said Bill to enable the said Company for the purposes thereof, or any or either of them, to raise, levy, receive, collect and recover, tolls, rates, rents, and duties; and to alter existing tolls, rates, rents, or duties; and to confer exemptions from payment of tolls, rates, rents, or duties; and to confer, vary, and extinguish other rights and privileges.

Also to enable the said Company to let their undertaking, or any part thereof on lease; and also to let, sell, and dispose of such portions of the land and hereditaments of the said Company as shall not be appropriated or required for the purposes of their undertaking.

And it is also proposed by the said Bill to confer on the said Company, so to be incorporated as aforesaid, powers to purchase or rent the undertaking of the Torquay Gas Company, now existing and supplying gas within the aforesaid parishes of Tormoham, and Saint Mary-Church, together with all the works and conveniences, rights, powers, and privileges connected with such last mentioned Company, and to enable such last mentioned Company to sell and convey, or lease their undertaking, powers, rights, and privileges to the Company so to be incorporated as aforesaid, and to enable all such arrangements to be made and entered into as may be necessary for carrying into effect such purposes or any or either of them, or any of the purposes and objects of the said Bill.

And it is also proposed by the said Bill to incorporate therewith "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 notice is hereby further given, that plans shewing the situation or situations of the lands intended to be taken, with a book of reference, containing the names of the owners, lessees, and occupiers of such lands, and a copy of this notice, as published in the London Gazette, will on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace, for the county of Devon, at his office in Exeter, and that on or before the said 30th day of November, a copy of so much of the said plans, and a book of reference as relates to each parish in which the said lands are situate, and also a copy of this notice, published as aforesaid, will be deposited with the parish clerk of each such parish, at his place of abode.

And notice is hereby further given, that printed copies of the proposed Bill, will 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, 1859.

W. and C. Kitson, Torquay;

H. and W. Toogood, 16, Parliament Street, Westminster.

The Oswestry and Newtown Railway.

(Construction of a Branch Railway from Llynclyls to Porthywaen, and Purchase and Widening of Tramway.)

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

To empower the Company to make and maintain a branch railway, with all proper works and conveniences connected therewith, commencing by a junction with the Oswestry, Welshpool, and Newtown Railway, at a point which is distant three hundred and thirty yards, or thereabouts, on the Oswestry side of the bridge which carries the turnpike road over the railway near Llynclyls, and being in a field which is numbered 10, in the parish of Llanyblodwell, on the plans referred to in "The Oswestry, Welshpool, and Newtown Railway Act, 1855," and which field is, or is reputed to be, the property of the Right Honourable the Earl of Bradford, and is situated in the said parish of Llanyblodwell, in the county of Salop, and passes thence from, in, through, or into the several parishes, townships, and extra-parochial, or other places following, or some of them, that is to say—Llanyblodwell, Llanyblodwell parish, Llanyblodwell township, Llynclyls, Bryn Blodwel, Knockin, Oswestry, Crickheath, Moreton, Maesbury, Treprenal, Treprenal, and Llwyntidman, all in the county of Salop, and terminating at or near to a limekiln, the property, or reputed to be the property, of the Right Honourable the Earl of Powis, and now, or late, in the holding of Thomas Savin and John Savin, situate in the said township of Llanyblodwell, in the said parish of Llanyblodwell, in the county of Salop.

To authorise and empower the Company to purchase or lease the existing tramway between Porthywaen and Llynclyls aforesaid, and the Shropshire Union Canal, or any, or some part or parts thereof, and also to alter, widen, or enlarge the same tramway, or some part or parts thereof, so as to admit of the passage thereon of engines, waggons, trucks, and carriages adapted to the gauge of the said Oswestry, Welshpool, and Newtown

Railway, and which same existing and proposed to be purchased and widened tramway, or railway, are and will be situate within the several parishes, townships, and other places aforesaid, or some of them.

And it is proposed by the said intended Act to take possession for the following purposes, or some of them, that is to say—

To purchase and take by compulsion for the purpose of constructing the proposed branch railway and works, and purchasing, leasing, altering, widening, and enlarging the said tramway, lands, houses, and other property, and to alter, vary, or extinguish, all existing rights or privileges connected with the lands, houses, and property so to be purchased and taken, which would in any manner interfere with or impede the construction, maintenance, or use of the said branch railway and works connected therewith, or the purchasing, leasing, altering, widening, or enlarging the said tramway, and to confer other rights and privileges.

To cross, alter, divert, and stop up permanently or temporarily all such highways, turnpike, or other roads, paths, passages, rivers, brooks, streams, canals, navigations, drains, sewers, waters, and watercourses, bridges, railways, or tramroads, within or adjoining the said parishes and townships, and other places, or any of them, as it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended branch railway or works, or the purchasing, leasing, widening, or enlarging of the said tramway.

To levy tolls, rates, and duties, upon and in respect of the said intended branch railway and works, and upon and in respect of the said tramway, and to alter existing tolls, rates, and duties, whether leviable under the authority of the said Oswestry, Welshpool, and Newtown Railway Act, 1855, or otherwise; and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

To enable the Company to apply for the purposes aforesaid, or any of them, any portion of their existing capital, or to raise by the creation of shares, or by mortgage of their undertaking, such further capital as may be necessary for such purposes.

And it is proposed, so far as may be necessary for the purposes aforesaid, or any of them, to alter, amend, extend, and enlarge the powers and provisions of the said Oswestry, Welshpool, and Newtown Railway Act, 1855.

Duplicate plans and sections, describing the line and level of the said intended branch railway, and of the said tramway, and the lands and property which may be required to be taken for the purposes thereof respectively, together with a book of reference thereto, and also a published map with their said proposed line of railway and the said tramway delineated thereon, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Salop, at his offices in Shrewsbury; and, on or before the same day, copies of so much of the said plan and section as relate to each parish in or through which the said railway and works respectively are intended to be made, or the said tramway to pass, 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 usual place of abode, or in case of any extra-parochial place, with the clerk of some parish immediately adjoining thereto.

On or before the 23rd day of December next, printed copies of the Bill, for the purpose of

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 14th day of November, 1859.

Howell and Jones, Welshpool, Solicitors for the Bill.

Vale of Clwyd Railway Extension, Foryd Bridge and Railway.

(Construction of Railway from the Foryd Station of the Vale of Clwyd Railway to Rhyl; construction of a Railway and Toll Bridge across the river at Foryd, to obtain powers to run over the Chester and Holyhead Railway from the Foryd Junction to the Rhyl Station on that railway, and for the use of the Rhyl Station. To raise capital for the said Works.)

NOTICE is hereby given, that application is intended to be made, in the ensuing session, for an Act or Acts to construct and maintain a railway, commencing by a junction with the Vale of Clwyd Railway at the Foryd Station, on the said line, in the parish of Abergele, in the county of Denbigh, and terminating at or near to the west end of the Rhyl Station, and on the north side of the Chester and Holyhead Railway; and by a junction there with such railway, in the township of Rhyl, in the parish of Rhuddlan, in the county of Flint, and also a toll bridge over the river Clwyd, adjoining to and made in conjunction with the bridge across the same river, with all proper and necessary works, stations, roads, approaches, and other conveniences connected with the said railway and bridge, or either of them, or necessary thereto respectively, and which said intended railway, bridge, and works will be made in and pass from, in, through, or into the townships of Towyn isa and Towyn ucha, in the parish of Abergele, in the county of Denbigh, and the township of Rhyl, in the parish of Rhuddlan, in the county of Flint.

And it is further proposed by the said intended Act or Acts to take powers for the purchase of lands and houses, buildings, railways, tramways, tenements, and hereditaments, by compulsion or agreement, for the purposes of the said intended railway, bridge, and works, and to vary, repeal, or extinguish all existing rights and privileges in any manner connected with such lands and houses, buildings, tenements, and hereditaments, or which would in any manner impede or interfere with the construction, maintenance, or use of the said railway, bridge, and works, and to confer other rights and privileges, and also to levy tolls, rates, and duties, for the use of the said intended railway, and bridge, and works, respectively, and to raise money on the credit thereof, and of all or any of the said tolls, rates, and duties, for the purposes of the said intended Act.

And it is also proposed by the said intended Act or Acts to take powers to deviate in the construction of the said railway, bridge, and works, connected therewith, to such an extent as will be shown or defined on the plans hereafter referred to, and to break up, alter, divert, and stop up, either permanently or temporarily, as the case may require, all highways, streets, turnpike and other roads, footpaths, railways, tramways, bridges, streams, rivers, sewers, watercourses, pipes, and drains, within or adjoining or near the aforesaid parishes and townships, or either of them, with which it may be necessary to interfere in the construction or for the purposes of the said intended railway, bridge, and works, and to grant exemption from such tolls, rates, and charges.

And notice is hereby given, that plans and sec-

tions of the said intended railway, bridge, and works, together with books of reference thereto, with a published map, showing the general course and direction of the said proposed railway, bridge, and works; and also a copy of this notice, as published in the London Gazette, will be deposited for public inspection on or before the 30th day of November instant, with the Clerk of the Peace for the county of Denbigh, at his office at Ruthin, in the county of Denbigh, and with the Clerk of the Peace for the county of Flint, at his office at Mold, in the county of Flint; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes, in or through which the said intended railway, bridge, and works, are proposed to be made, and also a copy of this notice, as published in the London Gazette, will be deposited for public inspection, on or before the 30th day of November instant, with the parish clerk of each such parish at his residence.

And it is proposed by the said intended Act or Acts to enable the said Vale of Clwyd Railway Company to run or pass over and use with their own engines, carriages, and waggons, or with engines, carriages, and waggons coming to or from the said Vale of Clwyd Railway, the whole or any of the lines of railway, stations, watering places, water, and conveniences of the said Chester and Holyhead Railway upon such terms and under such payment and conditions as shall be mutually agreed upon, or to fix and determine the amount of rate, toll, or charge which shall be paid by the said Vale of Clwyd Railway Company for the use by them of the before-mentioned stations, railways, works, and conveniences, or any of them; and also, if deemed expedient, to alter and limit the tolls, rates, and charges now authorised to be levied by both the said Companies, or either of them, in respect thereof.

And it is also proposed by the said intended Act or Acts to enable the said Vale of Clwyd Railway Company and the said Chester and Holyhead Railway Company and the London and North Western Railway Company to enter into arrangements and agreements with respect to the working and use, by the said Vale of Clwyd Railway Company, of the lines of railway, stations, watering places, water and other conveniences, of the said Chester and Holyhead and London and North Western Railway Companies, and the arrangement, regulation, and transmission of the traffic upon or over their said railway, and the collection, appropriation, appointment, and distribution, of the tolls, rates, duties, income, and profits arising from the use of the said Chester and Holyhead Railway by the said Vale of Clwyd Railway Company.

And it is also proposed by such intended Act or Acts to empower the said Vale of Clwyd Railway Company at any time hereafter to purchase and hire a steamboat or steamboats, with all necessary stores and other matters and things in connection therewith, and all necessary warehouses, sheds, quays, piers, and things, and to sail and work such steamboat or steamboats between the Foryd at Rhyl and the port of Liverpool, and to do all necessary acts, and employ and expend all necessary capital for the due and efficient working of such steamboat or steamboats, and to create additional share capital and to borrow money by mortgage or otherwise as well for the purposes last aforesaid as for the general purposes of the said Vale of Clwyd Railway Company.

And notice is hereby further given, that so far as may be necessary for the purposes aforesaid, or any of them, it is intended by the said proposed Act or Acts to alter, amend, enlarge, or repeal

such of the powers and provisions of the said "Vale of Clwyd Railway Act, 1856," and the powers and provisions of the several Acts relating to the Chester and Holyhead Railway Company, or either of them, as are inconsistent with the purposes of the said intended Act.

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

Dated this fourteenth day of November, 1859.

Richard Williams, Vale-street, Denbigh,
Solicitor for the Bill.

Harwich Dock and Pier.

(Revival and extension of Powers.—Alteration or Repeal of parts of Act.—Powers to Eastern Counties, Eastern Union and Norfolk Railway Companies.)

THE Harwich Dock and Pier Company (herein referred to as "The Company") intend to apply 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.

To revive, alter, and extend the powers vested in the Company by "The Harwich Dock and Pier Act, 1853," with respect to the reclaiming, embanking, and compulsory purchase of lands, and the execution of the works by that Act authorized, and to extend the time limited by the Act for the completion of such works, and to levy tolls, rates, and charges in respect thereof.

The works by the said Act authorized are the reclamation, draining, embankment, and enclosure of the slob or mud lands on the river Stour, between Ramsay Ray, otherwise Ray Island, in the parish of Ramsay, and that part of the town of Harwich which is called Bathside, which said lands are in the parishes of Saint Nicholas Harwich, Dovercourt, and Ramsay, in the county of Essex.

The making and maintaining in the said parishes of Saint Nicholas Harwich, and Dovercourt, or in one of them, a pier or jetty (with all necessary works and conveniences) into the harbour from the said reclaimed land, at a point about two furlongs north-west of the Bathside Battery.

The formation of a tidal basin in, adjoining, or next to the said reclaimed land, and near and opposite to the Bathside Battery at Harwich.

The construction, in the said parishes of Saint Nicholas Harwich and Dovercourt, of a dock or docks on part of the said land so to be reclaimed, with entrances from the said dock into the before-mentioned tidal basin, and also the construction of all necessary quays, piers, graving docks, bridges, basins, slips, yards, wharfs, warehouses, buildings, and other works and conveniences in connection with such dock.

The alteration, diversion, and stopping up of all such streams, drains, and cuts (particularly a stream called Ramsay River, and the outlet thereof into the river Stour, and also a certain cut called Patrick's Cut) which may be required to be altered, or diverted, or stopped up in the construction of the before-mentioned works or any of them.

To amend the following among other sections of the said Act, namely, the 37th, and from the 38th to the 44th sections both inclusive, or to repeal the said sections or some of them, and to make other provisions instead thereof.

To enable the Company on the one hand, and the Eastern Counties, Eastern Union, and Norfolk Railway Companies, or any or either of the said

Railway Companies, or the joint committee of those Companies acting under the powers of the 17 and 18 Victoria, cap. 220, from time to time, with the consent of the respective shareholders of the Companies, to enter into and fulfil contracts and agreements for and with respect to the use of the said dock, pier, and other works, or any part or parts thereof respectively, also for and in respect of the accommodation and interchange of traffic coming to or leaving the said dock or pier and the receipt and apportionment of the tolls and charges in respect of such traffic; also to enable the said three Railway Companies or any or either of them, or the said joint committee, with such consent as aforesaid to contribute funds out of any money belonging to them or under their control, towards the construction of the said dock and pier or either of them—and it is also intended by the said Bill to enable the Company and the said Railway Companies, or any or either of them and the said joint Committee, but only with such consent as aforesaid, to enter into and fulfil agreements between themselves, and also with any other Company; or persons for or with respect to the establishment of any Continental steam-boat or packet service at Harwich, and to enter into any guarantee or subscription with reference thereto.

The Bill will alter and amend the following Acts relating to the Eastern Counties Railway Company, viz., the 6 and 7 William IV. caps. 103 and 106; the 17 and 18 Victoria, cap. 220, and any other Acts relating to that Company; the Act 9 and 10 Victoria, cap. 53, and any other Acts relating to the Eastern Union Railway Company; the Act 5 and 6 Victoria, cap. 82, and any other Acts relating to the Norfolk Railway Company; and the Bill will vary and extinguish all existing rights and privileges which may be necessary in accomplishing any of the objects of the Bill.

Duplicate plans and sections of the works, and a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the property, for the purchase of which powers will be revived, and a copy of this notice will be deposited for public inspection at the office of the Clerk of the Peace for the county of Essex, at Chelmsford, 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 of Saint Nicholas Harwich, Dovercourt, and Ramsay, will, with a copy of this notice, be deposited with the respective parish clerks of those parishes 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 9th day of November, 1859.

Bixon, Son, and Anton, 38, Cannon-street,
London;

Edward Chapman, Harwich;
Solicitors to the Bill.

In Parliament, Session 1860.

Belper Water-works.

(Incorporation of Company, Construction of Works, &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 for all or some of the following purposes, that is to say:—

1. To incorporate a Company and enable such Company to supply water to the inhabitants and other persons within the township of Belper, including the district, hamlet, or township of Belper

Ward, in the parish of Duffield, in the county of Derby.

2. To acquire the right to take, divert, intercept, impound, and use the water from the several springs hereafter mentioned, that is to say, one of such springs being called or known by the name of Elliott's Spring, situate on certain land in the occupation of Thomas Kirk, in the said township of Belper; others of such springs being called or known by the name of Spring Wood Springs, situate on certain lands in the respective occupations of William Harrison and Edward Robinson, in the said township of Belper; six other such springs, called or known by the respective names of Gutter Well, Top Spring, Kid Pond Well, Spencer's Well, Dunge Well, and Lady Well, situate in or near those portions of the said township of Belper called or known by the respective names of the Gutter, Commonsides, and the Park, some or one of them; and one other such spring called or known by the name of Taylor Well, situate in that portion of the said township of Belper called Cowhill, and from such further springs and waters as shall be found on the same or any other lands or grounds adjoining, or near to such several springs, or some of them, and within the limits of deviation to be marked on the plans hereinafter mentioned, all in the said township of Belper, the waters from which said several springs flow directly or derivatively into the rivers Derwent, Trent, and Humber, and into the Derby Canal.

3. To construct and form a reservoir in or near to the said land on which the said spring, called or known by the name of Elliott's Spring, is situate.

4. To form and construct or lay down an aqueduct, or main pipe, commencing at such last mentioned reservoir, and terminating at the Junction of Mill Lane, or Kiln Lane, with a certain road leading to Bull's Moor Farm, all in the said township of Belper.

5. To construct and form a reservoir on or near the said lands in which the said springs, called Spring Wood Springs, are situate.

6. To form and construct, or lay down, an aqueduct, or main pipe, commencing at such last-mentioned reservoir, and terminating by a junction with the said last-mentioned aqueduct or main pipe, at the junction of Mill Lane, or Kiln Lane, with the said road leading to Bull's Moor Farm.

7. To form and construct, or lay down another aqueduct or main pipe, commencing at such last-mentioned reservoir, and terminating at or near a row of houses called or known by the name of Upper Canada, in the said township of Belper.

8. To construct and form a reservoir at or near the Butts, in the said township of Belper.

9. To form and construct, or lay down, three several aqueducts or main pipes, all commencing at such last-mentioned reservoir, one thereof terminating at or near the said spring called or known by the name of the Gutter Well; one other thereof terminating at or near the said spring called the Lady Well; and the other terminating at or near the lower end of Queen Street, in the said township.

10. To construct and form a reservoir at or near the said spring called Taylor Well.

11. To form and construct, or lay down, an aqueduct or main pipe, commencing at such last-mentioned reservoir, and terminating at or near a bridge over the Midland Railway, near the Midland Railway Station, in the said township of Belper.

12. 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.

13. To cross under or by the side of, and to stop up, either temporarily or permanently, roads, railways, streams, and watercourses, for the purpose of laying down, and to authorise the laying down 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.

14. To confer, vary, or extinguish rights and privileges over all lands, houses, hereditaments, rights of water, and other property to be taken, acquired, or interfered with by the Company.

15. 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 Waterworks Clauses Act, 1847."

The whole of such respective reservoirs and aqueducts, or main pipes so described, will commence, terminate, and be situate within the said township of Belper, in the parish of Duffield, in the county of Derby.

Duplicate plans and sections, describing the situation, lines, and levels of the said intended reservoirs, aqueducts, or main pipes, 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 Derby, at Derby, 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 Duffield at his place of abode.

Printed copies of the proposed 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 9th day of November, 1859.

Wm. Machin Ingle, Solicitor for the Bill.

In Parliament, Session 1860.

Spalding Waterworks.

IT is intended to apply to Parliament in the next session thereof, for leave to introduce a Bill to incorporate a Company for the supply of the town and parish of Spalding in Lincolnshire, with water.

The Bill will contain powers for the following, or some of the following, among other purposes.

The taking of water immediately from the Little Graft or Blue Gowt Pup, and from Vernatt's Drain, at or near the spot where the Great Northern Railway crosses the same drain in the parishes of Spalding and Pinchbeck, or one of them. The water so to be taken will have been to some extent derived from the river Glen, which, as well as Vernatt's drain, discharges itself into the river Welland.

The construction and maintenance of wells, reservoirs, pumping engines, filtering beds, and other works, in a field belonging to Henry Hawkes,

Esquire, bounded on the west by the Great Northern Railway, and on the east by the Spalding and Donington Turnpike Road, which field is in the parish of Spalding, and in the occupation of Mr. William Tingey.

The construction, laying down, and maintenance of mains and aqueducts from the spot whence the water is to be taken as before described, to the reservoirs, filtering beds, and works before-mentioned, and thence into and through the town of Spalding, to the Market Place thereof; and the laying down and maintenance of pipes in the streets, thoroughfares, and public highways of the said town and parish.

The purchasing, by compulsion or agreement, of any lands, buildings, springs, streams, water, and other hereditaments in the parishes of Spalding and Pinchbeck for the purposes of the said waterworks, or the acquiring of any rights or easements over such property, the levying of rates or rents for the supply of water, and the extinction of any rights or privileges which may interfere with the purposes of the Bill.

The Bill 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 Waterworks Clauses Act, 1847."

Duplicate plans and sections describing the line, situation, and levels of the proposed aqueducts, reservoirs, 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 and lessees, or reputed owners and lessees, and of the 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 parts of Holland, in Lincolnshire, at his office at Boston. 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 clerks of Spalding and Pinchbeck, 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 9th day of November, 1859.

C. F. Bonner, Spalding,

Solicitor to the Bill.

(Metropolis Local Management Act Amendment.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to alter, amend, enlarge, and repeal some of the provisions of the Act 18th and 19th Victoria, chapter 120, for the better local management of the metropolis, and of the Acts for amending such Acts, 19th and 20th Victoria, chapter 112, and 21st and 22d Victoria chapter 104. The Bill will contain provisions, among others, for the following purposes or any of them, that is to say.

To confer further powers with reference to sewerage and drainage works, and the construction of works beyond the limits of the metropolis, and to define the relative rights and obligations of vestries, district boards, and private individuals in relation to the construction and maintenance of sewers, drains, and other works, or of the expenses thereof, or of contributions to the same, and define the powers of the Metropolitan Board of Works in connexion therewith.

To make further provision with reference to projections and encroachments beyond the general

line of frontage, the affixing and alteration of names of streets, the filling in of encroachments upon, building over, and interference with sewers.

To determine the parishes, parts of parishes, and places on which the mortgages, annuities, securities, debts, and liabilities referred to in the 181st section of the Act 18th and 19th Victoria, chapter 120, shall be charged, and to apportion the same among such parishes, parts of parishes, and places, and to charge certain of the debts incurred in the construction of sewerage works upon the Main Drainage Rate, or to make other provision with reference thereto.

To charge the expenditure of the Metropolitan Board of Works in the execution of the Metropolitan Local Management Act, whether for works of drainage or otherwise equally upon all parts of the metropolis, according to the annual value of the property therein.

To alter and make further provisions with reference to assessments by and payments to the Metropolitan Board of Works, the making and levying of the rates and assessments to be levied or charged under the powers of the before mentioned Acts, or any of them, and to vary certain of the provisions of those Acts with respect to exemptions from assessments or rates, or reductions therein.

To make provisions for the levying, collection, and enforcing of assessments by the Metropolitan Board, both within and beyond the limits of the metropolis, and in relation to the levying of improvement rates and charges for default in respect of unpaid expenses incurred by the Metropolitan Commissioners of Sewers under the provisions of the Act 11 and 12 Victoria, chapter 112.

To regulate the application of penalties.

To make further provisions with reference to the election qualification and duties of Vestries and District Boards, and confer further powers on the Metropolitan Board of Works, on Vestries, and on District Boards for the improvement of the metropolis, and the respective parishes and districts therein, for sanitary purposes, and for other objects.

The provisions of the Bill will extend and apply to or affect the limits of the metropolis, and (so far as applicable) the districts and places beyond those limits, to which any of the provisions of the before mentioned Metropolitan Local Management Acts extend or apply, or which are affected thereby.

Dated this 15th day of November, 1859.

By order of the Metropolitan Board of Works.

E. H. Woolrych, Clerk of the Board.

Widnes Gas and Water.

(Incorporation of Company—Construction and maintenance of Waterworks and Gas Works—Purchase of Lands—Levying Rates—Capital.

NOTICE is hereby given that application is intended to be made to Parliament, in the ensuing session, for an Act to incorporate the Widnes Gas and Water Company.

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

To make, construct and maintain waterworks and to supply with water the inhabitants of the township of Widnes, in the parish of Prescott, in the county of Lancaster.

To make, construct, continue and maintain all such waterworks, wells, reservoirs, aqueducts,

conduits, pipes, cuts, channels, drains, engines, buildings, and other works and conveniences as may be necessary for that purpose, and particularly to execute, make, maintain, enlarge, and improve the works following; that is to say:

1. A reservoir or reservoirs, well or wells, with engines, tanks, conduits, pipes, and other conveniences connected therewith, and all necessary approaches thereto, to be situate on a certain piece of land in the occupation of the "Widnes Gas and Water Company (limited)," abutting upon certain streets, called Anne-street and John-street in the said township of Widnes, and parish of Prescott, and county of Lancaster.

2. A conduit or conduits, and line or lines of pipe, with all proper works and conveniences connected therewith, commencing in, and leading out of the said reservoir and works, firstly hereinbefore described, and terminating at the point of the junction of Anne-street, and John-street, aforesaid, all in the said township of Widnes, and parish of Prescott, in the county of Lancaster.

To take, and use the waters of certain springs, situate in, and under the said piece of land, in the occupation of the said "Widnes Gas and Water Company (limited)," hereinbefore described, abutting upon Anne-street, and John-street, aforesaid.

To lay down, repair, and maintain all such embankments, drains, sluices, cuts, channels, drains, pipes, wells, engines, and other works, as may be necessary for supplying, with water, the township aforesaid, and to lay down mains, pipes, culverts, and other works, in, under, over, and across, and for that purpose to break open any roads, highways, streets, lanes, public places, bridges, viaducts, brooks, streams, watercourses, sewers, or drains; and for the purposes of the intended works to alter, divert, or stop up, either temporarily or permanently, any streets, sewers, drains, ways, or watercourses.

All which said proposed works will be situate in the said township of Widnes, and parish of Prescott, in the county of Lancaster.

To manufacture and supply gas, and to sell and dispose of the coke, residuum and product arising from all such manufacture, and to light with gas the several streets, roads, highway, lanes, yards, courts, and other public passages, and places within the township of Widnes, aforesaid, and to supply with gas the various buildings within, and the inhabitants of the said township.

To maintain their existing gas works, situate on the said piece of land hereinbefore described, in the occupation of the said "Widnes Gas and Water Company (limited)," abutting upon Anne-street, and John-street aforesaid, in the said township of Widnes, and parish of Prescott, and to improve, enlarge, and extend the same, and to maintain and construct all such buildings, gas meters, and other works and conveniences as may be necessary, which said works and conveniences are, or will be bounded as follows: on the northerly side thereof, by land belonging to John Hutchinson, Esq., being part of the Brook House Estate, and on the easterly side thereof by land belonging to the Reverend Edward Carr, LL.D., and in the occupation of the said John Hutchinson, on the southerly or south-easterly side thereof, by the said street called Anne-street, and on the westerly side thereof, by the said street, called John-street, all in the said township of Widnes, parish of Prescott, and county of Lancaster.

To lay down, continue, and maintain, and from time to time renew, mains, pipes, and other works, for such supply of gas in, and for such purpose, to open, break up, cross, divert, and stop up the

several streets, roads, highways, lanes passages, and places within the limits aforesaid.

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

To levy, and collect rents, rates, tolls, and charges, for the supply of water and gas, and to alter existing rents, rates, tolls, and charges, and to confer, vary, or extinguish exemptions from payment of rents, rates, tolls, and charges, and to confer, vary, and extinguish other rights and privileges.

To alter, and increase their present capital, and the number and amount of the existing shares, and to regulate their capital and shares and to borrow money.

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

Duplicate plans and section describing the situation, direction, lines, and levels of the said intended waterworks, and the lands and property in, or through which the same are intended to be made, maintained, extended, and enlarged, together with a book of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, and property which may be taken under the powers of the said intended Act, and a copy of this notice as published in the London Gazette will, on or before the 30th day of November, 1859, be deposited for public inspection with the Clerk of the Peace, for the county of Lancaster, at his office, at Preston, and on or before the same day a copy of the said plan, sections, and book of reference, and also a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of the parish of Prescott, in the said county of Lancaster, at his place of abode.

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 Honourable the House of Commons.

Dated this 16th day of November, 1859.

Thomas Haddock, Solicitor, Saint Helens,
Gregory, Gregory, Skirrow and Rowcliffe,
Parliamentary Agents, 1, Bedford-row,
London.

Calne Railway.

(Railway from Great Western Railway at Chippenham to Calne. Powers over and with respect to the Great Western Railway.)

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

To make and maintain a railway from Chippenham to Calne, with all necessary works, stations, approaches, and conveniences connected therewith, such railway to be wholly situate in the county of Wilts, and to commence in the parishes of Langley Burrell, and Chippenham, or in one of those parishes, by a junction or junctions with the Great Western Railway at or near the 98½ mile-post from London,

to pass thence through or into the parishes and places of Langley Burrell, Chippenham, Tytherton Lucas, Stanley and Nethermore, Pewsham, Bremhill, Tytherton, and Studley, Calne, Studley Stock, Calne Borough, and Eastmead-street, or some of them, and to terminate in the said borough and parish of Calne, in a field at Wenhill, belonging to the trustees under the will of the late William Jacob, and occupied by the Rev. William Borman Jacob.

The Bill will incorporate a Company for the foregoing objects, 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."

The Bill will enable the Company, or any other Companies or persons authorised by them, to use with their engines and carriages so much of the Great Western Railway as will lie between the point of junction therewith of the said intended railway and the Chippenham station of the Great Western Railway, including the said station and the booking offices, and the works and conveniences connected with the said station, such powers to be exercised upon the terms and conditions to be stated in the Bill, and upon the payment of such tolls and charges as the Bill may prescribe, or as may be settled by arbitration, and the Bill will enable the Company and the Great Western Railway Company to enter into agreements touching the matters aforesaid.

The said Bill will enable the proposed Company on the one hand, and the Great Western Railway Company on the other hand, to enter into and fulfil mutual arrangements or agreements with respect to the working, management, maintenance, and use of the said intended railway, 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 railway, and the appropriation and division of the profits derived from the said traffic, and for this purpose the Bill will, if necessary, authorise the appointment of a joint Committee or joint Committees, and the Bill will confirm any agreement which may be made between the said Companies prior to the passing of the said Bill into an Act with respect to the matters aforesaid or any of them, and the Bill will amend and extend the powers of the 5th and 6th William 4, cap 107, and of the several other Acts relating to the Great Western Railway Company.

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 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, 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 said county of Wilts, at his office at Wilton, 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 the 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, 1859.

Clarkson and Rogers, Calne, Solicitors for the Bill.

Watchet Harbour.

(Repeal or Amendment of Act; Abandonment of Works authorised by "Watchet Harbour Act, 1857;" Construction of other Works; Borrowing Money; Alteration of Tolls; Extension of Time for Completion of Works; Confirmation of Agreements; Power to West Somerset Mineral Railway Company to create Preference Shares; Alteration of Constitution of Commissioners; Purchase of Lands.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to alter, amend, extend, and enlarge, or to repeal and re-enact all or some of the powers and provisions of the "Watchet Harbour Act, 1857."

And by the intended Act, powers will be sought to be conferred upon the Commissioners appointed by the "Watchet Harbour Act, 1857," for all or some of the following purposes (that is to say):—

To alter and vary the improvements and works in connection with the harbour and quay of Watchet, authorized by the "Watchet Harbour Act, 1857," and shewn upon the plans and sections deposited in respect thereof, with the Clerk of the Peace for the county of Somerset, and in the Private Bill and Parliament Offices, and to abandon and relinquish the construction of those improvements and works, or some of them, and to make other and further improvements and works in lieu thereof, or in addition thereto, and to repeal all or some of the provisions of the same Act, as to the mode of constructing the works, and the order in which the same were to be executed, and to make other provisions in lieu thereof; and in lieu of and substitution for those works, to make the several piers, quays, improvements in, and new works in connection with the harbour and quay following (that is to say):—

1st. The taking down and removing (if the Commissioners think fit) of 90 yards in length, or thereabouts, of the north easternmost end of the present pier at Watchet.

2nd. The making of a portion of new pier or breakwater, in length 380 feet or thereabouts, measured on the centre line adjoining to and in extension of the remaining portion of the present pier, in a north easterly direction.

3rd. The removing of the timber piles or breakwater at present in a portion of the harbour, and the making in lieu thereof, of a new pier or breakwater, commencing from the north easternmost point of land adjoining the harbour, and thence extending north westwardly towards and in the direction of and terminating at a point 100 feet or thereabouts, to the south eastward of the north easternmost end of the intended pier or breakwater secondly described, so as to leave the entrance from the sea to the harbour, of the width of 100 feet, or thereabouts; that new pier or breakwater to be of the uniform height of 8 feet above high water, at ordinary spring tides, and 22 feet wide on the upper surface thereof, and to be constructed with a proper parapet of 6 feet in

height, on the outer or seaward side thereof, and to be fit for the reception of a railway, and for the shipment of minerals and merchandize.

4th. The construction of a quay for the use of the public for the loading and unloading of vessels lying alongside of the same; that quay to be of the same level as the pier or breakwater thirdly described, and to extend along the eastern side of the harbour, and to have a frontage of 400 feet immediately abutting upon the harbour, and to be 30 feet in width on its upper surface, along the whole length thereof.

5th. The excavation and deepening of 100 feet in width of the bed of the harbour within the intended eastern pier or breakwater, and in front of the lastmentioned quay, to the uniform depth of 25 feet below the level of high water, at ordinary spring tides, and so as to leave the bottom of the deepened bed or channel in a proper state for the grounding of vessels, and the excavation to be sloped up to the general bottom of the harbour, with a slope of not less than 5 to 1, and the rest of the harbour to be formed and left with an even surface, so that vessels may ground safely thereon.

6th. The making of a roadway for the use of the public, by means of an embankment commencing at and on the top of the town slip, and thence extending in an eastern direction immediately in front or to the seaward of the Esplanade at Watchet, up to and so as to communicate on the same level with the southern extremity of the last mentioned loading quay. That roadway to be not less than 30 feet in width.

7th. The so altering and re-constructing of the town slip as to form thereat and thereby a convenient approach to the harbour, for the purpose of carting to and from vessels aground in the same.

8th. The extension of the roadway to be made in front of the Esplanade as sixthly described. Westward up to and so as to terminate at the wharf now belonging to the West Somerset Mineral Railway Company adjoining the present pier.

9th. The diverting into the harbour for the purpose of cleansing or scouring the same, of the Washford river or brook, which now flows into the sea near to and on the western side of the present pier. The diversion to commence at a point shewn on the deposited plan, and the river or brook to be carried thence into the harbour by a channel or culvert, to be constructed through the present pier, at or near to the south-western corner thereof, as shewn on the deposited plan.

10th. The making and providing of slips, landing places, railways, tramways, cranes, and other works and conveniences, within and around the harbour, and on and in connexion with the piers, quays, and other works of the harbour.

All which piers, quays, improvements in, and new works, in connexion with the harbour and quay, will be situate in the parish of St. Decuman's, in the county of Somerset.

To continue or alter the tolls, rates, or duties authorized by the said Act, and to increase or reduce the same or some of them, and to levy other tolls, rates, or duties, and to confer, vary, or extinguish exemptions from payment of such tolls, rates, or duties, and to confer, vary, or extinguish other rights and privileges.

To borrow further and additional sums of money.

To extend the period limited by the Act for the execution of the works thereby authorized, and for the purchase of land for the purposes of the same.

To regulate the application of the funds of the Commissioners.

To confirm certain agreements entered into, and about to be entered into by the Watchet Harbour Commissioners with the West Somerset Railway Company, and the trustees of the late Earl of Egremont, respectively.

To alter the constitution, nomination, and election of the Commissioners, and the time and manner of their nomination and election, and the qualification of voters, and to alter and amend in other respects the provisions of the Act relating to the Commissioners.

To authorize the West Somerset Mineral Railway Company to raise or secure by guaranteed or preferential shares or stock, or other special or ordinary security, all or part of the sum which they are authorized to lend to the Commissioners.

To alter, amend, extend and enlarge, or to repeal so far as may be necessary for the purposes of the intended Act, all or some of the powers and provisions of the "West Somerset Railway Act, 1857," and the West Somerset Mineral Railway Act, 1857," respectively.

To purchase compulsorily or by agreement, or otherwise, to acquire all lands, houses, and other property required for the purposes of the intended Act, and to vary, alter, or extinguish, all existing rights and privileges connected with such lands, houses, and property.

And notice is hereby given, that on or before the 30th day of November, 1859, duplicate plans and sections of the intended piers, quays, improvements and 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 the plans containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of the lands, houses, and 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 Somerset, at his office in the city of Wells in that county; and that on or before the 30th day of November, 1859, a copy of the plan, section, and book of reference, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the parish clerk of the parish of St. Decumans, at his residence.

And printed copies of the intended Act will, on or before the 23rd day of December, 1859, be deposited in the Private Bill Office of the Honourable the House of Commons.

Dated this 3rd day of November, 1859.

C. E. Roucliffe, Solicitor, Stogumber, Somerset.

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

Rugeley and Abbots Bromley Railway.
(Construction of Railway from near Rugeley Station to Abbots Bromley).

NOTICE is hereby given, that it is intended to apply to Parliament, in the next session, for leave to bring in a Bill to incorporate a Company for making and maintaining the following Railway with all necessary stations and other works and conveniences (that is to say), a line of railway commencing by a junction with the Trent Valley line of the London and North Western Railway in the parish of Colton, at a point 300 yards or thereabouts, to the north of the Rugeley Station, and passing from, through, and into, the

parishes of Colton, Colwich, Blithfield, and Abbots Bromley, and townships of Abbots Bromley, and Bagots Bromley, both in the parish of Abbots Bromley, and terminating in the said parish of Abbots Bromley, in a field, the property of Wm. Lord Bagot or Ralph Sneyd, his trustee, called Robotham's Lower Piece, in the occupation of John Meeson, adjoining the public road leading from Rugeley to Abbots Bromley, all in the county of Stafford.

And by which Bill power will be taken to deviate from the lines and levels of the said railway to the extent defined on the plans and sections to be deposited as after mentioned, and to cross, stop up, alter, and divert, either temporarily or permanently, all turnpike and other roads, and highways, footways, railways, tram-roads, aqueducts, canals, rivers, and streams, sewers, navigations, and bridges, within the several parishes and townships before mentioned, or any of them which it may be expedient to cross, stop up, alter, or divert, by reason of the construction of the said intended railway and works, or any of them: And to purchase lands, tenements, hereditaments, and houses, for the purposes of the aforesaid railway and works by compulsion and by agreement, and to vary, repeal, or extinguish all existing rights and privileges connected with such lands, houses, tenements, and hereditaments, and all other rights and privileges which would in any way impede or interfere with the construction, maintenance, and use of the said intended line of railway, and works, or any of them. And power will also be taken to raise money for the said purposes by the creation of shares, and by borrowing on mortgage and otherwise; and to levy tolls, rates, and duties on or for the use of the said proposed railway and works, and to alter existing tolls, rates, and duties, and to vary, extinguish, or confer exemptions from payment of tolls, rates, and duties, and to confer, vary, and extinguish other rights and privileges.

And power will also be taken to the London and North Western Railway Company, and any other company or person, to enter into contracts or arrangements for working and maintaining the said proposed railway and works by the said London and North Western Railway or other company or person.

And it is intended, as far as may be requisite or desirable for any of the purposes of the said Bill, to amend, or repeal, or alter the provisions, or some of them, of the several Acts of Parliament following—that is to say (local and personal): the 8th and 9th Vict., chap. 36, 37, 105, 111, 112, 123, 156, and 198: the 9th and 10th Vict., chap. 67, 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, 363, 369, 380, 396: 10th and 11th Vict., chap. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, 294: 11th and 12th Vict., chap. 58, 60, and 130: 12th and 13th Vict., chap. 74: 13th and 14th Vict., chap. 36: 14th and 15th Vict., chap. 28 and 94: 15th and 16th Vict. chap. 98 and 105: 16th and 17th Vict., chap. 97, 110, 157, 160, 161, 205, 216, and 222: 17th and 18th Vict. chap. 201 and 204: 18th and 19th Vict., chap. 172 and 194: 19th and 20th Vict., chap. 52, 69, and 123: 20th and 21st Vict., chap. 64, 98, and 108: 21st and 22nd Vict., chap. 130 and 131: and of the 22nd and 23rd Vict., chap. 2, 88, 113, 126, and 134; and all other Acts of Parliament relating to the said London and North Western Railway.

And notice is also hereby given, that on or before the 30th day of November instant, duplicate plans and sections of the said proposed rail-

way, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands and property proposed to be taken, with a published map, showing the line or situation of the proposed railway and works, and a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Stafford, at Stafford, and on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference, as relates to each of the several parishes, in or through which the said railway and works are intended to be made, together with a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of each parish, at his residence, or in case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto.

And on or before the 23rd day of December next, copies of a Bill for the purposes before mentioned, will be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1859.

Landor, Gardner, and Landor, Rugeley,
Solicitors for the Bill,
Rugeley, November, 1859.

In Parliament.—Session 1860.

Midland Railway Company.

(Use of Railways in and near London.)

THE Midland Railway Company intend to apply to Parliament, in the next session, for leave to introduce a Bill, authorising agreements to be made and fulfilled between them on the one hand, and the North London Railway Company, and the persons having control over the North London Railway, the Eastern Counties Railway Company, the London and Blackwall Railway Company, and the proprietors, lessees, and other persons having control over the London, Tilbury, and Southend Railway, or any of the before-mentioned Railway Companies, or other persons on the other hand, with respect to the use by the Midland Railway Company, with their engines, carriages, and servants, of any part of the undertakings (whether railways, sidings, stations, approaches, watering-places, machinery, or other works), belonging to the other contracting parties within the limits of the metropolis, or elsewhere in the counties of Middlesex and Essex, and in the city of London; and with respect to the forwarding accommodation and interchange of traffic coming from or destined for the undertakings of the contracting parties, and the supply by the contracting Companies of working stock and machinery for the purposes of such traffic; and with respect to the payment by the said contracting parties of such sums, whether annual or otherwise, as the Bill may define, or as may be agreed on, or as may be settled by arbitration, by way of consideration for the use of their respective undertakings and the services to be performed by them respectively.

The Bill will also authorise the appointment of joint committees by the contracting parties, and the delegation to those committees of such of the powers of the contracting parties as shall be convenient for giving effect to the said agreements.

For the purposes aforesaid the Bill will extend and vary the powers of the following Acts; namely: the 7 and 8 Vic., cap. 18, and the other Acts relating to the Midland Railway Company; the Acts 6 and 7 William 4th, caps. 103 and 106; 8 and 9 Vic., cap. 85; 10 and 11 Vic., cap. 156;

16 and 17 Vic., cap. 117, and the other Acts relating to the Eastern Counties Railway Company; the Acts 9 and 10 Vic., cap. 396; 13 and 14 Vic., cap. 36; 16 and 17 Vic., cap. 97, and the other Acts relating to the North London Railway Company; the Act 9 and 10 Vict., cap. 204, and the other Acts relating to the London and North-Western Railway Company; the Act 6 and 7 William 4th, cap. 123, and the other Acts relating to the London and Blackwall Railway Company, and the "London, Tilbury, and Southend Extension Railway Act, 1852," and the Acts relating to the same Company, passed in the years 1854 and 1856.

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

Dated this 9th day of November, 1859.

Beale and Marigold, Birmingham, Solicitors for the Bill.

North British, and Peebles, and Jedburgh Railway Companies.

(Powers of sale, Purchase, Lease, Amalgamation, Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to vest, or authorize or provide for the vesting of the undertaking of the Peebles Railway Company, and of the Jedburgh Railway Company, respectively, or of one of them, in the North British Railway Company, by sale and purchase, or lease, or otherwise to amalgamate, or authorize, or provide for the amalgamation of the said three Companies, or of two of them (the North British Railway Company being one), and their respective undertakings and capital stocks.

And it is proposed by the said intended Act to dissolve, or authorize or provide for the dissolution of the Peebles Railway Company, and of the Jedburgh Railway Company, or of one of them, or to dissolve, or authorize or provide for the dissolution of the three Companies, or of two of them (the North British Railway Company being one), and to incorporate, or provide for the incorporation of a new Company, and to vest, or authorize or provide for the vesting of all or certain of the lands, works, property, and effects, powers, rights, privileges, liabilities, and obligations of the Peebles Railway Company, and of the Jedburgh Railway Company, or of one of them, in the North British Railway Company, permanently, or for the term of any such lease, or of the said three Companies, or of two of them (the North British Railway Company being one), in the new Company, as the case may require.

And it is proposed by the said intended Act to fix and regulate, or provide for the regulation of the capital of the amalgamating Companies in case of amalgamation, and to enact or authorize such alterations in the preference shares of the Peebles Railway Company, with respect to priority and amount of dividend, and the profits subject thereto, or otherwise, as may be necessary for effecting the amalgamation upon the terms agreed, or hereafter to be agreed upon, or otherwise to create, or authorize or provide for the creation, by the North British Railway Company, or by the new Company, of guarantees or a guarantee of dividend on all or any existing shares of the three Companies, or any of them, and the creation of new shares, with or without preference or guarantee of payment or amount of dividend, and to authorize the

levying of tolls, rates, and duties, the alteration of existing tolls, rates, and duties, the conferring, varying, or extinguishing of exemptions from payment of tolls, rates, and duties, and other rights and privileges, and to enact or provide for all such powers, provisions, matters, and things as may be necessary, convenient, or proper, for effecting any such sale, purchases, lease, or amalgamation as aforesaid, upon such terms and conditions as may be agreed upon between the said three Companies, or between two of them (the North British Railway Company being one), or as may be prescribed or provided for by the said intended Act; and to authorize the said three Companies, or any of them, or the new Company, to carry into full and complete effect any agreement or agreements between the said three Companies, or between two of them (the North British Railway Company being one), for effecting the objects aforesaid, and to confirm any such agreement or agreements as may be entered into between them prior to the passing of the said intended Act.

And it is proposed by the said intended Act to repeal or amend all or some of the provisions of "The North British Railway Consolidation Act, 1858;" "The Border Union (North British) Railways Act, 1859;" "The North British and Selkirk Railways Amalgamation Act, 1859," and of "The Peebles Railway Act, 1853," and "The Peebles Railway Amendment Act, 1857," and of "The Jedburgh Railway Act, 1855."

And notice is hereby also given, 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 12th November, 1859.

Dalmahoy and Wood, W.S., Edinburgh.

South Kensington Railway.

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 making and maintaining a railway, with all necessary stations, approaches, and works connected therewith, commencing by an intended junction with the Kensington Station and North and South London Junction Railway at a point in the parish of Saint Mary Abbots, Kensington, in the county of Middlesex, between Wright's-lane and Love-lane west of Gloucester-road, thence through, in, or into the said parish of Saint Mary Abbots, Kensington, and terminating at a point in the said parish of Saint Mary Abbots, Kensington, in the said county of Middlesex, on the south side of Cromwell-road and Old Brompton-road, north of Thurloe-square.

And in the said Act powers will be taken for effecting the following purposes or some of them, that is to say:

To make or construct covered ways under the Cromwell-road aforesaid, for the purpose of affording means of access to the land of the Royal Commissioners for the Exhibition, 1851, and to the land belonging to the Department of Science and Art, on the north side of the said road.

To stop up, cross, alter, or divert turnpike or other roads, highways, streets, railways, canals, sewers, and watercourses, so far as may be necessary for making and maintaining the said railway and works.

To purchase, by compulsion or otherwise, such lands, houses, and other property, and such easements as may be necessary for the purposes of the said undertaking, and to vary or extinguish any rights or privileges connected therewith.

No. 22328.

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To levy tolls, rates, and duties in respect of the said railway and works, and to confer, vary, or extinguish exemptions from the payment thereof, and other rights and privileges.

To enable the said intended Company and the said Kensington Station and North and South London Junction Railway Company, with whose railway the intended railway above described will form a junction, to enter into such contracts and agreements, on such terms, and subject to such conditions, as may be agreed on with reference to the working and use of the said intended railway, and the conduct and management of the traffic upon the same, and the division and apportionment between such companies of the tolls and charges arising therefrom, and with such other rights, powers, and privileges as may be necessary for fully carrying into effect such contracts or agreements, and, so far as may be necessary, to alter, amend, enlarge or repeal any of the provisions of the Act relating to the Kensington Station and North and South London Junction Railway.

To incorporate with the said Act all or such as may be necessary of the powers and provisions of the "Companies Clauses Consolidation Act, 1845," the "Lands Clauses Consolidation Act, 1845," and the "Railways Clauses Consolidation Act, 1845."

And notice is also hereby given that duplicate plans and sections of the said intended railway and works, and of the lands and houses intended to be taken for the purposes thereof, with books of reference to such plans, containing the names of the owners, lessees, and occupiers of such lands and houses, and a published map showing the general course of the said railway, together with a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited with the Clerk of the Peace of the county of Middlesex, at his office at the Sessions House, Clerkenwell, in the said county, and a copy of so much of the said plans, sections, and books of reference, as relates to the parish in or through which the said railway and works will be made, together with a copy of this notice, will be deposited on or before the said 30th day of November, with the parish clerk of such parish, at his place of abode.

And on or before the 23rd day of December next, printed copies of the Act, to be applied for as aforesaid, will be deposited in the Private Bill Office of the House of Commons.

Dated this 12th day of November, 1859.

F. F. Jeyes, 22, Bedford-row, Solicitor for the Bill.

Sheffield Water Works.

(Additional Share and Loan Capital; Extension of Limits of Supply; Extension of Time for completing Works; Purchase of Lands by Agreement; Provision for Sale or Lease of Sites of Disused Works and Surplus Lands; 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 for the following purposes, or some of them, that is to say:

To alter, amend, enlarge, or repeal some of the powers and provisions of the "Sheffield Waterworks Act, 1853," and to confer further powers upon the Company of Proprietors of the Sheffield Water Works, incorporated by such Act, herein-after called "the Company."

To authorise the Company to raise further sums of money by the creation and issue of new shares,

and by borrowing on mortgage or bond, with or without any increase of the share capital.

To authorise the Company to create and issue shares or debenture stock, in lieu of borrowing on mortgage or bond, or for the discharge of mortgage or bond debts, and to attach a fixed or preferential dividend over the ordinary capital or shares of the Company, or any other conditions to any shares or debenture stock so to be created and issued, and to regulate the appropriation, distribution, and issue of the additional shares, and the rights of debenture stockholders, and to make other provisions with reference to the augmentation of the capital and borrowing powers of the Company.

To include within the limits of the said Act the parish of Ecclesfield, in the county of York, and to authorise the Company to supply water within those limits; to break up streets, roads, pavements, passages, and places; to lay down pipes; to collect and levy rates or rents for the supply of water; and to exercise within those extended limits all such powers as may be necessary or expedient for the supply of water within such parish.

To extend the time limited by the said Act for the completion of the works thereby authorised.

To authorise the purchase of additional lands by agreement.

To authorise the Company, from time to time, to sell and dispose of all or any of the sites of works, messuages, lands, tenements, hereditaments, easements, and property vested in, or of, or belonging to the Company, or held for them, which are not, or may not, hereafter be required by the Company for the purposes of the supply of water, and to grant leases for building or other purposes of any property not so required, and to make other provisions for facilitating such sales and leases, and subject to such limitations, terms, and conditions as may be authorised by or expressed in the Bill.

To alter the time now prescribed for the making up and delivery of the annual accounts of the Company.

To make further provision for preventing waste of water supplied by the Company, and preventing fraud in the taking or using of water so supplied.

To vary or extinguish any rights or privileges which may interfere with the objects and purposes of the Bill.

To incorporate with the Bill "The Companies Clauses Consolidation Act 1845," "The Waterworks Clauses Act 1847," "The Lands Clauses Consolidation Act 1845," or such of the powers of such Acts respectively, subject to such alterations or modifications as may be applicable to the objects of the Bill.

Printed copies of the proposed 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 first day of November, 1859.

Albert Smith and Son, Solicitors, Sheffield.

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for Inventions.

NOTICE is hereby given, that—

1657. Charles Samuel Walker and Robert Hoyle, both of Bury, in the county of Lancaster, Engineers, have given notice at the Office of the

Commissioners of their intention to proceed with their application for letters patent for the invention of "improvements in machinery or apparatus for promoting the consumption of smoke in steam boiler and other furnaces, and for preventing the explosion of steam boilers."

1662. And John Taylor, of Roupell Park, Streatham-hill, in the county of Surrey, has given the like notice in respect of the invention of "improvements in stoves and fire places, and in the arrangement of flues connected therewith."

As set forth in their respective petitions, both recorded in the said office on the 13th day of July, 1859.

1666. And Joseph Atkinson, of Lancaster, in the county of Lancaster, Gun Manufacturer, has given the like notice in respect of the invention of "improvements in fire arms."

As set forth in his petition, recorded in the said office on the 14th day of July, 1859.

1671. And Christopher Kingsford, of Seaton, near Wingham, in the county of Kent, Civil Engineer, has given the like notice in respect of the invention of "improvements in the preparation of peat and charcoal for fuel, in the manufacture of coke therefrom, and in the machinery and apparatus employed for effecting the same."

1672. And William Clark and William Williams, of the city of Manchester, in the county of Lancaster, have given the like notice in respect of the invention of "improvements in finishing woven fabrics."

1676. And John Prentice Farrar, of New York, in the United States of America, Gentleman, has given the like notice in respect of the invention of "improvements in the treatment of iron."

As set forth in their respective petitions, all recorded in the said office on the 15th day of July, 1859.

1684. And Henry Cunnew, of the Triangle, Hackney, in the county of Middlesex, Manufacturer, has given the like notice in respect of the invention of "improvements in elastic bands."

1686. And O'Donnell Grimshaw, of Belfast, in the Kingdom of Ireland, Postmaster, has given the like notice in respect of the invention of "improvements in safety letter boxes or bags."

1689. And Thomas Carliell, of Union-street, Portsea, Hampshire, has given the like notice in respect of the invention of "improvements in vent pegs."

As set forth in their respective petitions, all recorded in the said office on the 16th day of July, 1859.

1692. And Henry Christophe Martin Cramer, of Paris, France, Joiner, has given the like notice in respect of the invention of "improvements in bedsteads."

1697. And Alfred Vincent Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Mechanical Draughtsman, has given the like notice in respect of the invention of "improvements in the manufacture of india rubber and other like fabrics."—A communication from abroad by Jonathan Thompson Trotter, of New York, in the United States of America.

As set forth in their respective petitions, both recorded in the said office on the 18th day of July, 1859.

1700. And James Shanks, of Arbroath, in the county of Forfar, North Britain, Machinist, has given the like notice in respect of the invention of "improvements in mowing machines."
1702. And John Charley Riddel, of Belfast, in the county of Antrim, Ireland, has given the like notice in respect of the invention of "improvements in stalls, loose-boxes, and enclosures for horses, cows, pigs, or other animals."
As set forth in their respective petitions, both recorded in the said office on the 19th day of July, 1859.
1703. And James Erskine, of Newton Stewart, North Britain, Gun Maker, has given the like notice in respect of the invention of "improvements in breech loading fire arms."
1704. And Thomas Curtis and Jonathan Haigh, both of Leeds, in the county of York, Cloth Finishers, have given the like notice in respect of the invention of "improvements in the finishing of cloths."
As set forth in their respective petitions, both recorded in the said office on the 20th day of July, 1859.
1723. And Horatio Nelson Harrop, jr., of Manchester, in the county of Lancaster, Cigar Dealer, has given the like notice in respect of the invention of "certain improvements in a cigar lighter and fusee box."
As set forth in his petition, recorded in the said office on the 23rd day of July, 1859.
1728. And John Rowland, junior, of Oldham, in the county of Lancaster, Manufacturer, and George Hall, of the same place, Engineer, have given the like notice in respect of the invention of "improvements in machinery or apparatus for sizing yarns or threads, which said improvements are also applicable to dressing machines or other similar apparatus."
As set forth in their petition, recorded in the said office on the 25th day of July, 1859.
1735. And John Henry Johnson, of 47, Lincoln's-inn-fields, in the county of Middlesex, and of 166, Buchanan-street, in the city of Glasgow, North Britain, Gentleman, has given the like notice in respect of the invention of "improvements in slide valves for steam engines."—A communication from abroad, by Richard C. Bristol, of Chicago, United States of America.
As set forth in his petition recorded in the said office on the 26th day of July, 1859.
1758. And Isaac Martin Lindley, of Staley Bridge, in the county of Chester, Currier and Leather Merchant, has given the like notice in respect of the invention of "improvements in cop tubes."
1764. And Alfred Vincent Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Mechanical Draughtsman, has given the like notice in respect of the invention of "certain improvements in that class of firearms known as revolvers, and in bullets for the same."—A communication from abroad by John Walch, of New York, in the United States of America.
As set forth in their respective petitions, both recorded in the said office on the 29th day of July, 1859.
1781. And William Edward Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Civil Engineer, has given the like notice in respect of the invention of "an improvement applicable to salinometer cases for steam boilers."—A communication from abroad by Joseph Grice, of New York, City, in the United States of America.
As set forth in his petition, recorded in the said office, on the 1st day of August, 1859.
1786. And Bryan Donkin, of Bermondsey, in the county of Surrey, Engineer, has given the like notice in respect of the invention of "improvements in, and in connection with, slide and other valves."—A communication from abroad by Thomas Coates, of Sommerfeld, Silesia, Engineer.
As set forth in his petition, recorded in the said office on the 2nd day of August, 1859.
1818. And Albert François Delannoy, of Paris, in the Empire of France, Civil Engineer, has given the like notice in respect of the invention of "improvements in lubricating the axles or journals of wheels, also applicable to lubricating apparatus for the transmission of motion in general."
As set forth in his petition recorded in the said office on the 6th day of August, 1859.
1826. And Louis Bertrand Ollivier, of 29, Boulevard St. Martin, Paris, in the Empire of France, Gentleman, has given the like notice in respect of the invention of "improvements in closing or stoppering bottles, jars, and other receptacles."
As set forth in his petition, recorded in the said office on the 8th day of August, 1859.
1834. And Nelson Kenward, of Sutton, in the county of Surrey, has given the like notice in respect of the invention of "improvements in constructing tubular steam boilers."
As set forth in his petition, recorded in the said office on the 9th day of August, 1859.
1989. And Richard Archibald Brooman, of 166, Fleet-street, in the city of London, E.C., Patent Agent, has given the like notice in respect of the invention of "improvements in treating auriferous and argentiferous ores and substances."—A communication from abroad by Dr. Raoul Destrem, residing at Paris.
As set forth in his petition recorded in the said office on the 31st day of August, 1859.
2031. And Richard Kelly Geldard, of Plymouth, in the county of Devon, Pharmaceutical Chemist, has given the like notice in respect of the invention of "improvements in the method of and apparatus for making Pharmaceutical or other infusions."
As set forth in his petition, recorded in the said office on the 6th day of September, 1859.
2084. And William Bridges Adams, of No. 1, Adam-street, Adelphi, in the county of Middlesex, Engineer, has given the like notice in respect of the invention of "improvements in the permanent way of railways."
As set forth in his petition, recorded in the said office on the 13th day of September, 1859.
2116. And José Luis, of the British and Foreign Office for Patents, No. 1B, Welbeck-street, Cavendish-square, London, in the county of Middlesex, Patent Agent, has given the like notice in respect of the invention of "an automaton bell for the prevention of collisions at sea."—A communication from abroad by Gallois Foucoult, of Saint Martin, in the Empire of France.
As set forth in his petition, recorded in the said office on the 17th day of September, 1859.

2188. And Paschal J. Lejeune Chaumont, of Faubourg Vivegines, 138, Liège, has given the like notice in respect of the invention of "improvements in fire arms and ordnance, and in projectiles and cartridges to be used therewith. As set forth in his petition, recorded in the said office on the 27th day of September, 1859.
2382. And William Edward Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Civil Engineer, has given the like notice in respect of the invention of "improvements in machinery used for preparing for spinning silk, wool, or other fibrous substances."—A communication from abroad, by Charles de Jongh, of Guebwiller, in the Empire of France.
2383. And William Edward Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Civil Engineer, has given the like notice in respect of the invention of "an improved method of making combs or gills employed in the preparation of fibrous substances."—A communication from abroad by Charles De Jongh, of Guebwiller, in the Empire of France.
2385. And Auguste Scheurer Rott, of Thann, in the French Empire, Manufacturer, has given the like notice in respect of the invention of "the preparation of certain substances for fixing colors in dyeing and printing, and for other purposes." As set forth in his petition, recorded in the said office on the 18th day of October, 1859.
2389. And John Gordon, Engineer, 3, Railway-place, Fenchurch-street, in the city of London, has given the like notice in respect of the invention of "improvements in machinery or apparatus for pulping coffee." As set forth in his petition, recorded in the said office on the 19th day of October, 1859.
2413. And John Avery, of Essex-street, in the county of Middlesex, Patent Agent, has given the like notice in respect of the invention of "improvements in rail road weigh-locks and other platform scales."—A communication from E. Sampson and Dennison S. Wheeler, of Troy, U. S. A. As set forth in his petition, recorded in the said office on the 22nd day of October, 1859.
2436. And William Charles Day, of the Strand, in the county of Middlesex, Military Outfitter, has given the like notice in respect of the invention of "improvements in stockings and drawers, and other articles of underclothing." As set forth in his petition, recorded in the said office on the 23rd day of October, 1859.
2442. And Alexander McGlashan, of Coal-yard, Drury-lane, in the county of Middlesex, Engineer, has given the like notice in respect of the invention of "improvements in refrigerators for cooling worts and other liquors." As set forth in his petition, recorded in the said office on the 26th day of October, 1859.
2480. And John Ingham, of Halifax, in the county of York, Manufacturer, and George Collier, of the same place, Engineer, have given the like notice in respect of the invention of "improvements in the manufacture of fabric of the character of that technically called 'camlet,' also in the winding of yarn employed in the production of such fabric, part of which improvements is applicable to other weavings." As set forth in their petition, recorded in the said office on the 31st day of October, 1859.
2495. And John Leggett Budden, Merchant, of No. 48, Fenchurch-street, in the city of London, has given the like notice in respect of the invention of "improvements in forming and driving piles for the construction of piers, jetties, viaducts, bridges, or other works where piles are usually employed."—A communication from abroad by Woodford Pilkington, Civil Engineer, of the Cape of Good Hope. As set forth in his petition, recorded in the said office on the 2nd day of November, 1859.
2505. And George Wemyss, of Springwood Park, in the county of Roxburgh, North Britain, Gardener, has given the like notice in respect of the invention of "improvements in ventilators." As set forth in his petition, recorded in the said office, on the 3rd day of November, 1859.
2511. And Louis Koch, Engineer, of New York, in the United States of America, has given the like notice in respect of the invention of "a moving tread power." As set forth in his petition, recorded in the said office on the 4th day of November, 1859.
2531. And Henry Charlton, of Blackfriars, Manchester, in the county of Lancaster, Calenderer and Finisher, has given the like notice in respect of the invention of "certain improvements in the method of navigating steam ships or vessels, and in the apparatus connected therewith." As set forth in his petition, recorded in the said office on the 7th day of November, 1859.
2561. And William Day, Builder, of Burton Latimer, near Wellingborough, in the county of Northampton, has given the like notice in respect of the invention of "certain improvements in propelling vessels, which said invention is also applicable for converting the force of the wind into a motive power to be used in any convenient way either for stationary or moveable purposes." As set forth in his petition, recorded in the said office on the 10th day of November, 1859.
2574. And Marc Antoine François Mennons, of the British and Foreign Patent Offices, 39, Rue de l'Echiquier, Paris, in the Empire of France, has given the like notice in respect of the invention of "improved apparatuses for the concentration, distribution, and application of the heat evolved by gas, oil, and other lamps."—A communication from Henri Auguste D'Arbel, of Paris. As set forth in his petition, recorded in the said office on the 14th day of November, 1859.

And notice is hereby further given, that all parties having an interest in opposing any one of such applications, are at liberty to leave particulars in writing of their objections to such application, at the said Office of the Commissioners within twenty-one days after the date of the Gazette in which this notice is issued.

Errata in last Friday's Gazette.

2529. For "foot" read "fruit."
2539. For "Greed" read "Green."

In Chancery.

*The Vice-Chancellor Kindersley's Chambers,
Stone-buildings, Lincoln's-inn, Friday
the 18th day of November, 1859.*

In the Matter of the Joint Stock Companies Winding-up Acts, 1848 and 1849, and the Welch Potosi Lead and Copper Mining Company.

By direction of the Honourable Vice-Chancellor Sir Richard Torin Kindersley, the Judge of the High Court of Chancery, to whose Court the winding up of this Company is attached, notice is hereby given that the said Judge purposes on Friday the 2nd day of December, next at two o'clock in the afternoon at his chambers, No. 3, Stone-buildings, Lincoln's-inn, London, to proceed to make a call on all the contributories of the said Company who have been included by the said Judge in the settled list of contributories of the said Company, and that the said Judge purposes that such call shall be for three pounds per share.

All persons interested are entitled to attend at such day, hour, and place to offer objections to such call.

India Office, November 21, 1859.

THE Secretary of State for India in Council hereby gives notice, that he has received a Calcutta Gazette, containing a notice that the undermentioned Insolvent has filed his Petition in the Court for the Relief of Insolvent Debtors there, under the provisions of the Act 11 Vict., cap. 21:

Petition filed praying for Relief.

Court for the Relief of Insolvent Debtors at Calcutta.

In the Matter of Richard Stack Rice, formerly of Dhurrumtollah-street, and now of No. 8, Sootherkins-lane, formerly an Officer of the Prevention Service, and now a Clerk in the office of the Adjutant-General of the Indian Army, an Insolvent.

Notice, that the Petition of the said Insolvent, seeking the benefit of the Act 11 Vict., cap. 21, was filed in the office of the Chief Clerk, on the 23rd day of September instant, and, by an order of the same date, the estate and effects of the said Insolvent were vested in the Official Assignee.— Insolvent in person. Date of Gazette containing notice, September 24, 1859.

Chief Clerk's Office, 23rd September, 1859.

J. Cosmo Melvill.

India Office, November 21, 1859.

THE Secretary of State for India in Council hereby gives notice, that he has received Madras Gazettes, containing notices that the undermentioned Insolvents have filed their Petitions in the Court for the Relief of Insolvent Debtors there, under the provisions of the Act 11th Victoria, cap. 21:

Petitions filed praying for Relief.

In the Court for the Relief of Insolvent Debtors, at Madras.

Notice is hereby given, that Petitions to the Court for the Relief of Insolvent Debtors were filed on the 24th September last, by

Pounamondah Vencata Reddy, a Hindoo, Inhabitant of Madras, a Merchant, and now a Prisoner in Her Majesty's Debtors' Jail at Madras; on the 27th September last; by

Ponthoor Visvanatha Jyer, alias Lutchmiah Narraina Sashy, a Hindoo, Inhabitant of Madras, residing in Yagambara Easwarer, Covil-street, No. — at Madras, and without employ; and on the 28th September last; by

Golaconda Ramanjun, a Hindoo, Inhabitant of Madras, residing in Davaroya Moodelly-street, No. 118, in the Black Town of Madras, and lately carrying on business as a Goldsmith, Dealing in Gold and Silver, but now a Prisoner in Her Majesty's Debtors' Jail at Madras; the said Insolvents severally being and residing within the jurisdiction of the Supreme Court of Judicature at Madras;

praying for the benefit of the Act 11 Victoria, chapter 21, intituled "An Act to consolidate and amend the laws relating to Insolvent Debtors in India," and that on the same day orders were respectively made by the said Insolvent Court, vesting the estate and effects of the said Pounamonda Vencata Reddy, Ponthon Visvanatha Jyer alias Lutchmiah Narraina Sastry and Golaconda Ramanjun, in Benjamin Brooks, Esq., the Official Assignee of the said Court. Date of Gazette containing notice October 4, 1859.

William A. Serle, for Chief Clerk.

Madras, Chief Clerk's Office,
1st October, 1859.

Notice is hereby given, that a Petition to the Court for the Relief of Insolvent Debtors was filed on the 1st October instant, by

Syed Tippoo Saib, a Mahomedan, Inhabitant of Madras, residing at No. 19, Enose Ally-street, in Nizam Ali Khan's Garden, at Triplicane, within the local limits of Madras, and without employ; praying for the benefit of the Act 11 Victoria, cap. 21, intituled "An Act to consolidate and amend the laws relating to insolvent debtors in India," and that on the same day an order was made by the said Court, vesting the estate and effects of the said Syed Tippoo Saib, in Benjamin Brooks, Esq., the Official Assignee of the said Court. Date of Gazette containing notice, October 7, 1859.

A. Macdonald Ritchie, Chief Clerk.

Madras, Chief Clerk's Office,
1st October, 1859.

J. Cosmo Melvill.

Forfeiture of Shares remitted.

Bahia and San Francisco Railway Company
(Limited).

6, New Broad-street, E.C.

London, 17th November, 1859.

APPPLICATION having been made to the Directors of this Company by Mr. Johannes Christian Pieter Brack, of Amsterdam, to remit the forfeiture of the twenty-five shares numbered 72,726 to 72,750, both inclusive, stated in the Director's Report to the Proprietary, dated the 27th October, 1859, to have been forfeited; notice is hereby given that the Board of Directors have, by a resolution passed at their meeting, held this day, remitted the forfeiture of the said shares, as provided by the 21st section of the Articles of Association, and reinstated the said Mr. J. C. P. Brack in possession of them, he having first paid the call and interest thereon in accordance with the 19th section of the Articles of Association.

By order of the Board.

W. S. Welborne, Acting Secretary.

SALE AT DEPTFORD (POSTPONED).

Department of the Comptroller for Victualling and Transport Services, Somerset-Place, November 21, 1859.

THE Commissioners for executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, do hereby give notice, that the Sale of STORES advertised to take place at Her Majesty's Victualling Yard, at Deptford, on the 23RD November, is postponed until the 30TH November.

SALE OF PROVISIONS, &c., AT DEPTFORD.

Admiralty, Somerset-Place, November 12, 1859.

THE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland do hereby give notice, that on Wednesday the 30th instant, at eleven o'clock in the forenoon, the Captain Superintendent will put up to sale, in Her Majesty's Victualling Yard at Deptford, several lots of

PROVISIONS, SEAMEN'S AND MARINE CLOTHING, VICTUALLING, TRANSPORT, AND MEDICAL STORES; Consisting of Salt Beef and Pork, Cook's Fat, Biscuit and Biscuit Siftings, Casks and Staves, Cloth Jackets, Shoes, Coats, Blankets, Bed Rugs, Bedding, &c., &c., &c., all lying in the said Yard.

Persons wishing to view the lots must apply to the Superintendent for notes of admission for that purpose.

Catalogues and conditions of sale may be had here and at the Yard.

SALE OF PROVISIONS, &c., AT PLYMOUTH.

Admiralty, Somerset-Place, November 12, 1859.

THE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland do hereby give notice, that, on Thursday the 8th December next, at eleven o'clock in the forenoon, the Captain Superintendent will put up to sale, in Her Majesty's Dock Yard at Plymouth, several lots of

PROVISIONS, SEAMEN'S CLOTHING, VICTUALLING AND TRANSPORT STORES;

Consisting of Salt Beef and Pork, Biscuit and Biscuit Dust, Cook's Fat, Biscuit Bags or Rags, Staves, Casks, Paymaster's Implements, Seamen's Clothing, Transport Bedding, &c., &c., &c.,

all lying in the said Yard.

Persons wishing to view the lots must apply to the Superintendent for notes of admission for that purpose.

Catalogues and conditions of sale may be had here and at the Yard.

CONTRACT FOR SOUTH WALES COALS FOR PLYMOUTH.

Department of the Comptroller for Victualling and Transport Services, Somerset-House, November 15, 1859.

THE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland do hereby give notice, that, on Thursday the 1st December next, at 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 Plymouth,

1,000 TONS of Bryndorway, Graigola, Resolven, Llangenneck, Newport, Merthyr or Aberaman Merthyr COALS.

The Coals to be delivered within the following periods, viz.:

250 tons within six weeks; 250 tons more thereof, within twelve weeks; 250 tons more thereof, within eighteen weeks; and the remainder thereof, within twenty-four weeks from the 1st December next.

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, or at the Victualling Yard at Plymouth, or to the officer conducting the Packet Service at Liverpool, or to the Collector of Customs at Bristol.

Particular attention is called to the recent modification of the conditions of the contracts, which may be seen at the said Office, or at the Victualling Office 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 COPPER.

Department of the Storekeeper-General of the Navy, Somerset-Place, November 17, 1859.

THE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland do hereby give notice, that on Tuesday the 29th instant, at two o'clock, they will be ready to treat with such persons as may be willing to contract for supplying Her Majesty's Dock Yard at Chatham with

	Tons.
Copper, in Ingots of 112 lbs. each	60
Copper, in Ingots of 140 lbs. each	70
Copper in Ingots, about 14 lbs. each, to be refined without Lead	30
Copper (Tough Cake)	40

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 Copper," 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 £5,000 for the due performance of the contract.

CONTRACTS FOR SEAMEN'S CLOTHING.

Department of the Comptroller for Victualling, Somerset-House, November 4, 1859.

THE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland do hereby give notice, that on Thursday the 24th instant, at 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, the undermentioned articles, viz.:

- Blue Cloth, No. 1, 100,000 yards; one half to be delivered in three months, and the remainder in two months afterwards, or earlier if preferred by the party tendering.
- Blue Cloth, No. 2, 30,000 yards; one half to be delivered in three months, and the remainder in two months afterwards, or earlier if preferred by the party tendering.
- Duck, 750,000 yards; one half to be delivered in three months, and the remainder in two months afterwards, or earlier if preferred by the party tendering.
- Flannel, 300,000 yards; one half to be delivered in three months, and the remainder in two months afterwards, or earlier if preferred by the party tendering.
- Blue Serge, 300,000 yards; one half to be delivered in three months, and the remainder in two months afterwards, or earlier if preferred by the party tendering.
- White Cotton Drill, 200,000 yards; one half to be delivered in three months, and the remainder in two months afterwards, or earlier if preferred by the party tendering.
- Blue Jean, 150,000 yards; one half to be delivered in three months, and the remainder in two months afterwards, or earlier if preferred by the party tendering.
- Stockings, Men's, 50,000 pairs; one half to be delivered in three months, and the remainder in two months afterwards, or earlier if preferred by the party tendering.
- Stockings, Boy's, 5,000 pairs; one half to be delivered in three months, and the remainder in two months afterwards, or earlier if preferred by the party tendering.
- Blankets, 50,000 number; one half to be delivered in three months, and the remainder in two months afterwards, or earlier if preferred by the party tendering.
- Shirts, Men's, 50,000 number; one half to be delivered in three months, and the remainder in two months afterwards, or earlier if preferred by the party tendering.
- Shirts, Boys, 3,000 number; one half to be delivered in three months, and the remainder in two months afterwards, or earlier if preferred by the party tendering.
- Black Silk Handkerchiefs, 50,000 number; one half to be delivered in three months, and the remainder in two months afterwards, or earlier if preferred by the party tendering.
- Blue Comforters, 5,000 number; one half to be delivered in three months, and the remainder in two months afterwards, or earlier if preferred by the party tendering.
- Bed Cases, 20,000 number; one half to be delivered in three months, and the remainder in two months afterwards, or earlier if preferred by the party tendering.
- Hair for Beds, 150,000 lbs.; one half to be delivered in three months, and the remainder in two months afterwards, or earlier if preferred by the party tendering.

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.

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,

and at the Victualling Yards at Gosport and Plymouth.

Tenders will be admitted for any portion of the above quantities.

Samples of the articles (except of Hair) may be seen at the said office between the hours of ten and two only, and also at the Victualling Yards at Gosport and Plymouth.

Samples of the hair intended to be supplied, must be produced by the party tendering.

Particular attention is called to the recent modifications of the conditions of the contracts, which may be seen at the said office, as well as at the Victualling Yards at Gosport and Plymouth.

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.

CONTRACTS FOR VEGETABLES.

Department of the Comptroller for Victualling, Somerset-House, November 8, 1859.

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 5th 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 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 of April 1860, to the 31st of March, 1863, both days included, viz. :—

ENGLAND, &c.

- Chatham to Gillingham, inclusive
- Cowes
- Dartmouth
- Deal and in the Downs
- Dover
- Exmouth
- Falmouth
- Gravesend
- Greenhithe
- Harwich
- Holyhead
- Hull
- Ipswich
- Littlehampton
- Liverpool
- London Bridge to Woolwich, inclusive
- Lyme
- Lymington
- Penzance
- Plymouth
- Portland and Portland Roads
- Ramsgate
- Sheerness, from below Gillingham to the Great Nore, inclusive
- Southampton
- Weymouth
- Yarmouth

SCOTLAND.

Granton
Greenock
Leith
Queensferry
Portree (Hebrides)

IRELAND.

Kingstown and Dublin
Mill Cove (Berehaven)
Queenstown and Kinsale

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 particular attention is called to the recent modifications of the conditions of the contracts which may be seen at this office, or by applying to the Superintendents of the Victualling Establishments at Deptford and Plymouth, the Superintendents of Her Majesty's Dock Yards at Woolwich, Chatham and Sheerness; the Clerk in charge of Her Majesty's Yard at Deal; the Agent for 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, Falmouth, Harwich, Hull, Ipswich, Lyme, Yarmouth, Penzance, Ramsgate, Weymouth, and Greenock; 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 £200 for the due performance of the contract for London Bridge to Woolwich inclusive; and in the sum of £100 for each of the other contracts.

CONTRACTS FOR FRESH OX BEEF.

Department of the Comptroller
for Victualling, Somerset-House,
November 18, 1859.

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 5th 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 OX 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 30th June, 1860, both days included; viz. :—

ENGLAND, &c.

Chatham to Gillingham, inclusive
Cowes
Dartmouth
Deal, and in the Downs.
Dover
Exmouth
Falmouth.
Gravesend
Greenhithe

Harwich.
Holyhead
Hull
Ipswich
Jersey and Guernsey
Littlehampton
Liverpool
London-bridge to Woolwich (inclusive)
Lyme
Lymington
Penzance
Plymouth (Oxon)
Portland and Portland Roads
Portsmouth (Oxon)
Ramsgate
Sheerness, from below Gillingham to the
Great Nore (inclusive)
Southampton
Weymouth
Yarmouth.

SCOTLAND.

Granton
Greenock
Leith
Portree (Hebrides)
Queensferry
Stornoway

IRELAND.

Carrickfergus.
Castletownsend
Kingstown and Dublin.
Mill Cove (Berehaven)
Queenstown and Kinsale.

N.B. The contractors are to supply good, fat, well-fed Ox Beef, as NO HEIFER MEAT will be admitted.

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 particular attention is called to the recent modifications of the conditions of the contracts, which may be seen at this Office, or by applying to the Superintendents of the Victualling Establishments at Deptford, Gosport and Plymouth; the Superintendents of Her Majesty's Dock Yards 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, Falmouth, Harwich, Hull, Ipswich, Jersey and Guernsey, Lyme, Yarmouth, Penzance, Ramsgate, Weymouth, Greenock, Stornoway, 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 Sheerness, Chatham, Portsmouth, Plymouth, and Queenstown, and Kin-sale; and in the sum of £300 for each of the other contracts.

CONTRACTS FOR MATERIALS FOR SEAMEN'S CLOTHING.

Department of the Comptroller for Victualling, Somerset-House, November 19, 1859.

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 12th 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, the undermentioned articles, viz.:

Hessen, 40 inches wide, 15,000 yards; one half to be delivered in two months, and the remainder in one month afterwards, or earlier if preferred by the party tendering.

Hessen, 36 inches wide, 20,000 yards; one half to be delivered in two months, and the remainder in one month afterwards, or earlier if preferred by the party tendering.

Hessen, 30 inches wide, 13,000 yards; one half to be delivered in two months, and the remainder in one month afterwards, or earlier if preferred by the party tendering.

Hessen, 27 inches wide, 8,000 yards; one half to be delivered in two months, and the remainder in one month afterwards, or earlier if preferred by the party tendering.

White Dutch Linen Tape ($\frac{1}{2}$ -in.), 25,000 pieces, pieces of 18 yards each; one half to be delivered in two months, and the remainder in one month afterwards, or earlier if preferred by the party tendering.

White Dutch Linen Tape (narrow), 240,000 pieces of $8\frac{1}{2}$ yards each; one half to be delivered in two months, and the remainder in one month afterwards, or earlier if preferred by the party tendering.

Blue Worsted Tape, 7,500 pieces of 20 yards each; one half to be delivered in two months, and the remainder in one month afterwards, or earlier if preferred by the party tendering.

Osnaburgh, 5,000 yards; one half to be delivered in two months, and the remainder in one month afterwards, or earlier if preferred by the party tendering.

Black Linen, 2,000 yards; one half to be delivered in two months, and the remainder in one month afterwards, or earlier if preferred by the party tendering.

White Linen Thread, 1,800 lbs.; one half to be delivered in two months, and the remainder in one month afterwards, or earlier if preferred by the party tendering.

Whited Brown Linen Thread, 2,500 lbs.; one half to be delivered in two months, and the remainder in one month afterwards, or earlier if preferred by the party tendering.

Blue Worsted, 4,700-lbs.; one half to be delivered in two months, and the remainder in one month afterwards, or earlier if preferred by the party tendering.

Sewing Cotton (fine), 850 lbs.; one half to be delivered in two months, and the remainder in one month afterwards, or earlier if preferred by the party tendering.

Horn Buttons (small), 2,400 gross; one half to be delivered in two months, and the remainder in one month afterwards, or earlier if preferred by the party tendering.

White Metal Buttons (4 hole), 12,000 gross; one half to be delivered in two months, and the remainder in one month afterwards, or earlier if preferred by the party tendering.

Black Silk Twist, 20,000 yards; one half to be delivered in two months, and the remainder in one month afterwards, or earlier if preferred by the party tendering.

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.

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, and at the Victualling Yards at Gosport and Plymouth.

Tenders will be admitted for any portion of the above quantities.

Samples of the articles may be seen at the said Office between the hours of ten and two only, and also at the Victualling Yards at Gosport and Plymouth.

Particular attention is called to the recent modifications of the conditions of the revised contracts, which may be seen at the said office, and at the Victualling Yards, at Gosport and Plymouth.

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.

CONTRACTS FOR WINE, COCOA, TEA, WHEAT, AND TOBACCO.

Department of the Comptroller for Victualling and Transport Services, Somerset-House, November 22, 1859.

THE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland do hereby give notice, that, on Thursday the 1st December next, at 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, the undermentioned articles, viz.:

Wine (Port), 1,000 gallons; half to be delivered in three weeks, and the remainder in three weeks afterwards, or earlier if preferred by the party tendering.

Cocoa, 150 tons; half to be delivered in three weeks, and the remainder in three weeks afterwards, or earlier if preferred by the party tendering.

Tea, 100,000 lbs.; half to be delivered in three weeks, and the remainder in three weeks afterwards, or earlier if preferred by the party tendering.

Wheat, 4,000 quarters; half to be delivered in three weeks, and the remainder in three weeks afterwards, or earlier if preferred by the party tendering.

Tobacco, 50 tons; 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.

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 wine, cocoa, tea, and tobacco to be exempted from the Customs' duties, and parties tendering are to state where they are respectively lying.

Samples of the wine, in pints from each cask, must be produced by parties tendering, and not samples only for each import mark.

Samples of the wheat (not less than two quarts), of the cocoa (not less than 2 lbs.), and of the tea (not less than 2 lbs. from the bonded warehouse), 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, or to the Officer conducting the Packet Service at Liverpool, or to the Collector of Customs at Bristol.

Particular attention is called to the recent modification of the conditions of the contracts, which may be seen at the said office, 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 AT FERNANDO PO.

Department of the Storekeeper-General of the Navy, Somerset-Place, November 21, 1859.

THE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland do hereby give notice, that on Tuesday the 29th instant, at 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 Clarence Cove, Fernando Po,

3,800 TONS OF SOUTH WALES COALS, fit for the Service of Her Majesty's Steam Vessels.

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 £2,500 for the due performance of the contract.

National Industrial Life Assurance and General Deposit and Advance Company.

29, New Bridge-street, Blackfriars.

NOTICE is hereby given, that an Ordinary General Meeting of the Shareholders of this Company, will be held at the Offices, as above, on Thursday the 8th December next, at eleven o'clock in the forenoon, to receive the report of the Directors, and to transact the ordinary business of the Company.—Dated this 19th November, 1859.

Charles Woodroffe, Secretary.

21st November, 1859.

NOTICE is hereby given, that an Ordinary Meeting of the Shareholders in the National Savings Bank Association (Limited), will be held on Tuesday, the 29th day of November instant, at the Offices of the Association, situated No. 50, King William-street, in the city of London, at the hour of twelve o'clock at noon precisely, for the purpose of receiving the annual report and balance sheet for the year ending the 30th June last, copies of which are annexed; to elect a Director in lieu of one retiring in rotation and who is eligible for re-election, and also for the purpose of electing two Auditors for the year ensuing.

Geo. Wm. Brady, Clerk to the Board.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, James Barker the elder, John Barker, William Barker, and James Barker the younger, carrying on business as Millwrights and Engineers, at Bacup, in the Forest of Rossendale, in the county of Lancaster, under the style or firm of Jas. and Jno. Barker and Sons, has this day been dissolved by mutual consent, so far as relates to the said John Barker; and that the said business will hereafter be carried on by the said James Barker the elder, William Barker, and James Barker the younger, by whom all debts due to or from the said partnership will be received and paid.—Dated this 16th day of November, 1859.

James Barker.

William Barker.

John Barker.

James Barker.

NOTICE is hereby given, that the Partnership lately subsisting between the undersigned, Matthew John Perston and Charles Holt, of Saint Albans, in the county of Herts, Drapers and Clothiers, was this day dissolved.—Dated this 16th November, 1859.

M. J. Perston.

Charles Holt.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Hoge, of New York, in the United States of America, and William Williamson, of Liverpool, in the county of Lancaster, as Merchants, at Liverpool aforesaid, under the firm of Hoge and Williamson, was this day dissolved by mutual consent.—Dated this 1st day of November, 1859.

Wm. Hoge.

Wm. Williamson.

Warnford-court, Throgmorton-street, London, E.C.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, as Stock and Share Brokers, was dissolved by mutual consent, on the 1st day of November instant.—As witness our hands this 18th day of November, 1859.

William Scott.

I. N. Scott.

2, Royal Exchange-buildings, Cornhill,
London, E.C., November 18, 1859.

IT is this day mutually agreed that the Partnership hitherto existing, as Ship and Insurance Brokers, in Liverpool, between the undersigned William Philipps, Richard Hamblly Shaw, William Lowther, and Twynam George Shaw, shall be and is hereby dissolved.

William Philipps. *Wm. Lowther.*
R. H. Shaw. *T. G. Shaw.*

NOTICE is hereby given, that the Partnership hitherto carried on by the undersigned Henry Sherwood and Daniel McShea, at Stockton, in the county of Durham, and elsewhere, as Drapers, under the style or firm of Sherwood and McShea, has this day been dissolved by mutual consent.—Dated this 18th day of November, 1859.

Henry Sherwood.
Daniel McShea.

THE Partnership (if any), heretofore existing between us the undersigned, trading under the style or firm of Lubin and Company, and Lubin and Garcia, at Pancras-lane, London, and elsewhere Wholesale, Perfumers, is hereby dissolved by mutual consent, as regards any interest the undersigned Thomas Agar Ellis may have therein, as and from the 6th day of June last. All debts owing to and due from the said firm will be received and paid by the undersigned Joseph Steel.—Dated this 4th day of November, 1859.

Joseph Steel.
Thomas Agar Ellis.

NOTICE is hereby given, that the Partnership between the undersigned, William Jeakway and John Durbin, in the trade or business of Nurserymen and Florists, at Wellow, in the county of Somerset, under the name of Thomas Cole, was this day dissolved by mutual consent; and in future the business will be carried on by the said William Jeakway on his separate account, and who will receive and pay all debts owing from and to the said partnership in the regular way of trade.—As witness our hands this 19th day of November, 1859.

William Jeakway.
John Durbin.

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, at No. 4, Cullum-street, London, as Merchants, under the firm of Potter Brothers and Company, was, on the 31st December, 1857, dissolved by mutual consent.—As witness our hands this 9th day of November, 1859.

Daniel Potter.
William Potter.

NOTICE.—The Partnership hitherto existing between James Massey and George Henshall, under the firm of Massey and Henshall, Brewers, was this day mutually dissolved. All debts owing by the late firm will be paid by the said James Massey, who will continue the business, and receive all monies due.—As witness our hands this 1st day of November, 1859.

James Massey.
George Henshall.

NOTICE is hereby given, that the Partnership lately subsisting between us, in the business of Publishers and Booksellers, carried on at No. 3, Waterloo-place, Pall-Mall, in the county of Middlesex, has been dissolved by mutual consent.—Dated this 17th day of November, 1859.

Francis Rivington.
John Rivington.

NOTICE is hereby given, that the Partnership existing between us the undersigned, John Jones and Joseph Maude, carrying on business at Ruthin, in the county of Denbigh, as Confectioners, Grocers, Tea and Provision Dealers, was dissolved by mutual consent, on the 11th day of August last. All debts owing by and to the said concern will be paid and received by the said Joseph Maude, who is now carrying on the said business on his own account.—Dated this 18th day of November, 1859.

John Jones.
Joseph Maude.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, as Bleachers and Trimmers, at Bobber's Mill, in the parish of Radford, in the county of Nottingham, under the firm of Birch, Musson, and Co., is this day dissolved by mutual consent so far as regards the undersigned John Birch. The business will in future be carried on by the undersigned Francis Musson, Charles Hopewell, and James Birch, by whom all debts owing by and to the said copartnership will be paid and received.—Dated this 2nd day of November, 1859.

John Birch. *Charles Hopewell.*
Francis Musson. *James X Birch,*
his *Mark.*

NOTICE is hereby given, that the Partnership heretofore carried on and subsisting by and between us the undersigned, Thomas M'Givern and John M'Clory, as Hardware Merchants, at Sheffield, in the county of York, was dissolved by mutual consent on the 31st day of August last; and that all debts due to and from the said copartnership will be received and paid by the said Thomas M'Givern, by whom the business will in future be carried on.—As witness our hands this 8th day of October, 1859.

Thomas M'Givern.
John M'Clory.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Wilkinson and Henry Wilkinson, carrying on business at Accrington, in the county of Lancaster, as Mercers and Drapers, under the style or firm of Wilkinson Brothers, was this day dissolved by mutual consent. All debts owing by and to the said firm will be paid and received by the said William Wilkinson, who will in future carry on the said business on his own account.—Dated this 16th day of November, 1859.

William Wilkinson.
Henry Wilkinson.

NOTICE is hereby given, that the Partnership formerly subsisting between us the undersigned, Ann Johnson and Alfred Richard Johnson, as Hatters, at No. 113, Regent-street, in the parish of Saint James, Westminster, in the county of Middlesex, hath by mutual consent been dissolved, as from the 1st day of January, 1859.—Dated this 16th day of November, 1859.

Ann Johnson.
A. R. Johnson.

Statutory notice to Creditors (pursuant to 22nd and 23rd Vic., c. 35).

In the affairs of JOHN HANCOCK, deceased. THE creditors of and persons claiming debts or liabilities affecting the estate of John Hancock, late of Worksop, in the county of Nottingham, Timber Merchant (who died on or about the 2nd day of January, 1858), are hereby required, on or before the 5th day of December next, to send in to Frederick Johnson, of Worksop aforesaid, Currier, Henry Naylor, of Worksop aforesaid, Veterinary Surgeon, and John Cutton, of Worksop aforesaid, Timber Merchant, the executors of the said John Hancock, deceased, at the offices of their solicitors, Messrs. Whall and Mason, of Worksop aforesaid, their claims against the estate of the said John Hancock, deceased. At the expiration of the above-mentioned time the executors will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard to the claims of which the executors shall then have had notice, and pursuant to the Statute 22nd and 23rd Vic., cap. 35, such executors will not be thenceforth liable for the assets so distributed to any persons of whose claims they shall not have had notice at the time of such distribution.—Dated this 15th day of November, 1859.

Statutory notice to Creditors (pursuant to 22nd and 23rd Vic., c. 35.)

In the affairs of MRS. MARY SHAW, deceased. THE creditors of and persons claiming debts or liabilities affecting the estate of Mary Shaw, late of Worksop, in the county of Nottingham, Widow (who died on or about the 4th day of August, 1858), are hereby required, on or before the 31st day of December next, to send in to the Reverend Charles Walter Whiter, of Clown, in the county of Derby, Clerk, and the Reverend William Senior Salman, of Shireoaks in, the county of Nottingham, Clerk, the executors of the said Mary Shaw, deceased, at the offices of their solicitors, Messrs. Whall and Mason, of Worksop aforesaid, their claims against the estate of the said Mary Shaw, deceased. At the expiration of the above-mentioned time, the executors will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard to the claims of which the said executors shall then have had notice, and pursuant to the Statute 22nd and 23rd Vic., cap. 35, such executors will not be thenceforth liable for the assets so distributed to any persons of whose claims they shall not have had notice at the time of such distribution.—Dated this 15th day of November, 1859.

JOHN WELCH, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, intituled "An Act to further amend the Laws of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any debt or claim against or upon the estate of John Welch, late of the town and county of the town of Nottingham, Grocer, who died on the 30th day of October, 1859, intestate, are required to send to John Hopkinson Battery, Solicitor, Nottingham, the Solicitor of John Welch, of Bingham, in the county of Nottingham, Plumber, the administrator of the said John Welch, deceased, the particu-

lars of their respective debts or claims against or upon the said estate on or before the 7th day of January next, or in default thereof the said administrator will, at the expiration of the above time, distribute the assets of the said John Welch, deceased, or so much thereof as shall then be in the hands of the said administrator, amongst the parties entitled thereto, having regard to the claims of which he shall then have notice; and all and every such creditors and claimants who shall omit or neglect to send an account of his and their claims and demands to the said John Hopkinson Buttery, as aforesaid, will lose and forfeit all claim upon or against the estate and effects of the said John Welch, deceased, and upon or against his said administrator on account thereof.—Dated this 14th day of November, 1859.

GEORGE SAMUEL COLLYER, ESQ., Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Vic. cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

ALL creditors and other persons having any claim against the estate of George Samuel Collyer, late of No. 9, Park-place, St. James's, in the county of Middlesex, and of Mascal's, in the county of Essex, Army Agent, deceased, who died on the 2nd day of October, 1858, are requested to send in their claims to his executors at the office of Mr. Henry Scott Turner, No. 42, Jermyn-street, St. James's, London, on or before the 20th day of January, 1860, or in default thereof, the executors will distribute the assets of the said George Samuel Collyer among the parties entitled thereto, and will not be liable for any part of such assets to any person of whose claim the executors shall not then have had notice.—Dated the 18th day of November, 1859.

JOHN CLARKE, Deceased.

Pursuant to Act of Parliament 22nd and 23rd Victoria cap. 35.

THE creditors and others having claims against the estate of John Clarke, late of No. 61, Frith-street and No. 79, St. John's Wood-terrace, both in the county of Middlesex, Bookbinder, deceased, who died on the 8th day of June, 1859, are hereby required on or before the 1st day of March, 1860, to send in their claims against the estate of the said deceased, to Mr. Joseph Last, of No. 38, Haymarket, in the said county of Middlesex, Trunk and Dressing Case Maker, the executor of the deceased, preparatory to the due administration of the estate of the said deceased, and all persons indebted to the said deceased, are requested forth with to pay the amount of their debts to the said executor.—Dated this 19th day of November, 1859.

ANN HUNDLEY, Widow, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons claiming debts or liabilities affecting the estate of Ann Hundley, late of Kingsland, in the county of Hereford, Widow (who died on the 28th day of August, 1858, and whose will was proved on the 19th day of May, 1859, by Thomas Williams, of Kingsland aforesaid, Gentleman, and Edwin Lloyd, of Leominster, in the said county of Hereford, Gentlemen, the executors named in the will), are to send in to the said executors, at the offices of the said Edwin Lloyd, in Leominster aforesaid, their claims against the estate of the testatrix, on or before the 20th day of December, 1859; or, in default thereof, the said executors will, at the expiration of the above time, distribute the assets of the testatrix amongst the parties entitled thereto, having regard to the claims of which they shall then have notice.—Dated this 15th day of November, 1859.

Notice pursuant to the Act 22nd and 23rd Vic., cap. 35.

THE creditors and others having any claims upon or affecting the estate of Mary Curteis, late of Ashford, in the county of Kent, Widow, who died on or about the 22nd day of October, 1853, are required to send in their claims against her estate to Richard Dawes and William Whitefield, the executors of the deceased, at the office of Messrs. Dawes and Sons, Solicitors, No. 9, Angel-court, Throgmorton-street, in the city of London, on or before the 2nd day of January, 1860. At the expiration of that time the executors will proceed to distribute the assets of the said testatrix amongst the parties entitled thereto, having regard to the claims of which the executors shall then have had notice, and will not be liable for the assets so distributed to any person of whose claim they shall not have had notice at the time of such distribution.—Dated this 19th day of November, 1859.

In Chancery.

In the Matter of An Act of Parliament, made and passed in the session holden in the 19th and 20th years of the reign of Her present Majesty, intituled, "An Act to facilitate Leases and Sales of settled Estates;" and in the Matter of part of the settled estates devised by the will of

Robert Partridge, deceased, situate in the parishes of Windermere and Grasmere, in the county of Westmorland.

NOTICE is hereby given, that a petition in the above-mentioned matters was, on the 8th day of November, 1859, presented to the Right Honourable the Lord High Chancellor of Great Britain, by George Partridge, of Covey Cottage, Ambleside, in the county of Westmorland, Esq., praying that such parts of the hereditaments contained in and devised by the said will, as are comprised in a certain deed poll, bearing date the 4th day of November, 1859, signed, sealed, and delivered by the said George Partridge, as in the said petition mentioned, may be sold, with the approbation of the Judge to whose Court the said petition is attached, with such directions as the said Judge shall give, and for the usual directions. And notice is hereby further given, that the petitioner may be served with any order of the Court, or notice, relating to the subject of the said petition, at the office of his Solicitor's Agents, Messrs. Brady, Son, and Scott, No. 50, King William-street, in the city of London.—Dated this 19th day of November, 1859.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of Elizabeth Merridew, late of Boulogne-sur-Mer, in the Empire of France, Widow, deceased, and in a cause Henry Melville Merridew against James Frederick Luddy and Thomas Dewes, the creditors of the said Elizabeth Merridew, who died on or about the 9th day of February, 1858, are, by their Solicitors, on or before Saturday, the 17th day of December, 1859, 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. Wednesday, the 21st day of December, 1859, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 19th day of November, 1859.

NOTICE is hereby given that, by indenture, dated the 31st day of October instant, James Allpass, of No. 64, Swan-street, Manchester, in the county of Lancaster, Glass, Oil, and Colour Dealer, hath conveyed and assigned all his estate and effects unto Thomas Aldred, of Peel-grove, Kirkmanshulm, in the said county, Accountant, upon trust, for the equal benefit of the creditors of him, the said James Allpass, which said indenture was executed by the said James Allpass and Thomas Aldred, on the day of the date thereof, and their several executions are respectively attested by James Barrow, of Manchester, aforesaid, Solicitor, and Frederick Edward Parry, his Clerk. And notice is hereby further given that the said indenture now lies at the office of the said James Barrow, No. 30, Brown-street, Manchester, for execution by the creditors of the said James Allpass.—Dated this 31st day of October, 1859.

NOTICE is hereby given, that by an indenture, dated the 28th day of October, 1859, Thomas Moore, of Rochdale, in the county of Lancaster, Brush Maker, granted, conveyed, and assigned unto Frederick Richard Frinney, of No. 63, Cannon-street, in the city of London, Bristle Merchant, and Henry Hawes Fox, of No. 88, Leadenhall-street, in the said city, Bristle Merchant, all his estate and effects, upon trust for the equal benefit of the creditors of the said Thomas Moore, and which said indenture was duly executed by the said Thomas Moore, on the day of the date thereof, in the presence of, and attested by, John Holland, residing at No. 24, Packer-street, in Rochdale aforesaid, and practising as an Attorney and Solicitor at Toad-lane, in Rochdale aforesaid, and was executed by the said Frederick Richard Frinney and Henry Hawes Fox, on the 31st day of October last, in the presence of Samuel Weymouth Hopwood, of No. 47, Chancery-lane, in the county of Middlesex, Attorney and Solicitor, and that the same indenture now lies at the office of the said John Holland, for execution by the said creditors of the said Thomas Moore.—Dated this 21st day of November, 1859.

NOTICE is hereby given that Joseph Benjamin Latchford, of No. 80, Regent-street, in the parish of St. James, Westminster, in the county of Middlesex, Hosier, hath, by an indenture, bearing date the 7th day of November, 1859, and made between the said Joseph Benjamin Latchford, of the first part; John Derby Allcroft, of No. 97, Wood-street, Cheapside, in the city of London, Warehouseman, and Samuel Morley, of No. 18, Wood-street, aforesaid, Warehouseman, of the second part, and the several other persons whose names and seals are thereunto subscribed and set, being severally creditors, or agents or attorneys of creditors of the said Joseph Benjamin Latchford, of the third part; granted, covenanted to surrender, and assigned, that is to say, as to such parts of his estates and effects as are of freehold tenure, granted; and as to such parts of his estates and effects as are of copyhold tenure, covenanted to surrender; and as to such other parts of his estates and effects as are of the nature of personal estate, assigned unto the said John Derby Allcroft and Samuel Morley, all and singular, the real and personal estate and effects, whatsoever and

wheresoever, of him the said Joseph Benjamin Latchford, in possession, reversion, remainder, or expectancy, except all leasehold estates and premises of the said Joseph Benjamin Latchford, upon the trusts therein mentioned, for the benefit of all and singular the creditors of him the said Joseph Benjamin Latchford; that the said indenture was duly executed by the said Joseph Benjamin Latchford, on the day of the date thereof, and by the said John Derby Allcroft, on the 8th day of November instant, and by the said Samuel Morley, on the 9th day of November instant, and the execution of the said indenture by the said Joseph Benjamin Latchford is witnessed and attested by Thomas Henry Smith, of No. 1, Frederick's-place, Old Jewry, in the city of London, Solicitor, and John Robert Martin, Clerk of the said Thomas Henry Smith, and as to the execution thereof by the said John Derby Allcroft and Samuel Morley, is witnessed and attested by the said Thomas Henry Smith; and that the said deed of assignment now lies at the office of the said Thomas Henry Smith, No. 1, Frederick's-place, Old Jewry, aforesaid, for execution by those creditors who have not executed the same.—Dated this 21st day of November, 1859.

NOTICE is hereby given, that by indenture, dated the 17th day of November instant, William Brennand, of Blackburn, in the county of Lancaster, Innkeeper, assigned all his personal estate and effects to James Houlker, of Blackburn aforesaid, Spirit Merchant, and Daniel Thwaites, of Blackburn aforesaid, Spirit Merchant, upon trust, for the equal benefit of themselves and the rest of the creditors of the said William Brennand who shall execute the said indenture, or give their assent thereto in writing, within fourteen days from the date thereof. And notice is hereby further given, that the said indenture is now lodged at the offices of Messrs. L. and W. Wilkinson, Solicitors, No. 75, Ainsworth-street, Blackburn, for inspection and execution by the said creditors. All persons indebted to the said William Brennand, and who have in their possession any of his effects, are requested to forthwith pay or deliver the same to the said trustees, otherwise legal proceedings will be resorted to for the recovery thereof, without further notice.—Dated this 18th day of November, 1859.

NOTICE is hereby given, that by an indenture, dated the 31st day of October, 1859, made between Christopher Richard Harburn, of Blackman-lane, Leeds, Currier, of the first part; Richard Gallsworthy, of Meadow-lane, Leeds, Leather Factor, of the second part; and the several other persons whose names and seals are thereunto subscribed and set, being respectively creditors of the said Christopher Richard Harburn, of the third part; the said Christopher Richard Harburn transferred and assigned all his estate and effects unto the said Richard Gallsworthy, as trustee, for the equal benefit of all the creditors of the said Christopher Richard Harburn, in manner therein mentioned; which said indenture was duly executed by the said Christopher Richard Harburn and Richard Gallsworthy, on the said 31st day of October last, in the presence of, and attested by, John North, of Leeds aforesaid, Solicitor, and William North the younger, of the same place, Clerk to the said John North. And notice is hereby further given, that the said indenture now lies at our office, for the inspection of, and execution by, such of the creditors of the said Christopher Richard Harburn, as have not already executed the same; and that such of the creditors of the said Christopher Richard Harburn, as shall not execute the same within three months from the date thereof, will be excluded from all benefit arising thereunder.—Dated this 17th day of November, 1859.

By Order,
NORTH and SON, Solicitors, Leeds.

In the Matter of Henry Spence, of Great Charles-street, Birmingham, in the county of Warwick, Currier, Dealer and Chapman.

I HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a First Dividend of 2s. 1½d. in the pound, upon application at my office, as under, on Tuesday, the 22nd of November, or on any subsequent Tuesday, between the hours of eleven and three. No Dividend will be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.

FREDERICK WHITMORE, Official Assignee,
No. 19, Temple-street, Birmingham.

In the Matter of Joseph Cooper, of Birmingham, in the county of Warwick, Licensed Victualler.

I HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a First Dividend of 4½d. in the pound, upon application at my office, as under, on Tuesday the 22nd of November, or any subsequent Tuesday, between the hours of eleven and

and three. No Dividend will be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.

FREDERICK WHITMORE, Official Assignee,
19, Upper Temple-street, Birmingham.

In the Matter of John Bowers Smith, of Rugby, in the county of Warwick, Baker.

I HEREBY give notice, that the creditors who have proved their debts under the above estate may receive a First Dividend of 1s. 9½d. in the pound, upon application at my office, as under, on Thursday, the 24th of November, 1859, or on any subsequent Thursday, between the hours of eleven and three o'clock. No Dividend can be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.

GEORGE KINNEAR, Official Assignee,
No. 37, Waterloo-street, Birmingham.

In the Matter of Phillip William Sanders, of Smethwick, in the county of Stafford, Spade and Shovel Manufacturer.

I HEREBY give notice, that the creditors who have proved their debts under the above Bankruptcy, may receive a First Dividend of 1s. 4d. in the pound, upon application at my office, as under, on Thursday, the 24th day of November, 1859, or on any subsequent Thursday, 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.

GEORGE KINNEAR, Official Assignee,
No. 37, Waterloo-street, Birmingham.

In the Matter of John Metcalfe and John Lilly, of Birmingham, in the county of Warwick, Hosiery and Glovers and Copartners.

I HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a First Dividend, on New Proofs, of 6s. in the pound, upon application at my office, as under, on Thursday, the 24th day of November, 1859, or any subsequent Thursday, 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.

GEORGE KINNEAR, Official Assignee,
No. 37, Waterloo-street, Birmingham.

In the Matter of David Johns, of Shrewsbury, in the county of Salop, Grocer.

I HEREBY give notice, that the creditors who have proved their debts under the above petition, may receive a First Dividend of 1s. 6d. in the pound, upon application at my office, as under, on Thursday, the 24th of November, 1859, or on any subsequent Thursday, 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.

GEORGE KINNEAR, Official Assignee,
37, Waterloo-street, Birmingham.

In the Matter of Herbert Birks, of Sheffield, in the county of York, Grocer, against whom a Petition for adjudication of Bankruptcy, bearing date the 16th day of April, 1859, hath been duly filed.

I 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 Tuesday, the 22nd day of November instant, and four following Tuesdays, between the hours of eleven and two of the clock. No Dividend will be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.

JOHN BREWIN, Official Assignee,
No. 11, St. James's-street, Sheffield.

In the Matter of Joseph Sims Warner, of Sheffield, Merchant, against whom a Petition for a Judication of Bankruptcy, bearing date the 26th day of November, 1858, hath been duly filed.

I HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a First Dividend of 2s. 6d. in the pound, upon application at my office, as under, on Tuesday, the 22nd day of November, and four following Tuesdays, between the hours of

eleven and two o'clock. No dividend will be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators are required to produce the probate of the will or the letters of administration under which they claim.

JOHN BREWIN, Official Assignee,
No. 11, St. James's-street, Sheffield.

In the Matter of John Charles Stones and John Sawyer, of Sheffield, Tool Manufacturers, against whom a Petition for adjudication of Bankruptcy, bearing date the 7th day of June, 1859, hath been duly filed.

I HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a First Dividend of 6s. 10d. in the pound, upon application at my office, as under, on Tuesday, the 22nd day of November, and four following Tuesdays, 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.

JOHN BREWIN, Official Assignee,
No. 11, Saint James's-street, Sheffield.

In the Matter of John Digby Lee Palmer, of Sheffield, in the county of York, Music Seller, against whom a Petition for adjudication of Bankruptcy, bearing date the 24th day of May, 1859, hath been duly filed.

I HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a First Dividend of 6s. in the pound, upon application at my office, as under, on Tuesday the 22nd of November, and four following Tuesdays, between the hours of eleven and two o'clock. No Dividend will be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators are required to produce the probate of the will or the letters of administration under which they claim.

JOHN BREWIN, Official Assignee,
No. 11, St. James's-street, Sheffield.

In the Matter of James Siddons, of Sheffield, in the county of York, Grocer, against whom a Petition for adjudication of Bankruptcy, bearing date the 24th day of August, 1857, hath been duly filed.

I HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a First and Second Dividend of 6s. 1½d. in the pound, on New Proofs, and Second Dividend of 2s. 1½d. in the pound, upon application at my office, as under, on Tuesday the 22nd day of November, and four following Tuesdays, between the hours of eleven and two. No Dividend can be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators are required to produce the probate of the will, or the letters of administration under which they claim.

JOHN BREWIN, Official Assignee,
No. 11, St. James's-street, Sheffield.

In the Matter of John and Joseph Shaw, of Sheffield, Tailors, against whom a Petition for adjudication of Bankruptcy, bearing date the 15th day of April, 1857, hath been duly filed.

I HEREBY give notice, that the creditors who have proved their debts under the Separate Estate of Joseph Shaw may receive a First Dividend of 4s. 2d. in the pound, upon application at my office, as under, on Tuesday, the 22nd day of November, and four following Tuesdays, between the hours of eleven and two of the clock. No Dividend will be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.

JOHN BREWIN, Official Assignee,
No. 11, St. James's-street, Sheffield.

In Re Alexander George Gray, of Friars Goose Alkali Works, Gateshead, Alkali Manufacturer, against whom a Petition for adjudication of Bankruptcy, bearing date the 8th February, 1858, was duly filed.

I HEREBY give notice, that a First Dividend at the rate of 11½d. in the pound, on new proofs, (being in part of 1s. 5½d. in the pound previously declared), may be received by all the creditors who have proved their debts since the 7th day of December, 1858, under the above estate, at my office, Royal-arcade, Newcastle-upon-Tyne, on Saturday, the 26th instant, or on any subsequent Saturday, 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.—November 18, 1859.

THOMAS BAKER, Official Assignee,
Newcastle-upon-Tyne.

In the Matter of Robert Gordon, of Heaton Norris, in the county of Lancaster, Ironfounder, Millwright, and Engineer, trading under the style or firm of Robert Gordon and Co., against whom a Petition for adjudication in Bankruptcy was issued on the 24th day of February, 1858.

I HEREBY give notice, that the creditors who have this day proved their debts under the above estate may receive a First Dividend of 1s. 8½d. in the pound, upon application at my office, No. 45, George-street, Manchester, on Tuesday the 6th day of December next, or any subsequent Tuesday, between the hours of eleven and one of the clock. No Dividend will be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.

JOHN FRASER, Official Assignee.

WHEREAS a Petition for adjudication of Bankruptcy was, on the 14th day of November, 1859, filed against John Godfrey and John Daniel Delany, of Savoy-street, Strand, in the county of Middlesex, Printers, Dealers and Chapmen, and they being declared bankrupts, are hereby required to surrender themselves to Edward Holroyd, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 6th day of December next, at half past two of the clock in the afternoon precisely, and on the 3rd day of January following, at one of the clock in the afternoon precisely, at the Court of Bankruptcy, Basinghall-street, in the city of London, and make a full discovery and disclosure of 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. Charles Lee, Aldermanbury, London, the Official Assignee in the matter of this bankruptcy, and give notice to Mr. Joseph Gutteridge Hepburn, Solicitor, No. 12, Copthall-court, Throgmorton-street, London.

WHEREAS a Petition for adjudication of Bankruptcy was, on the 9th day of November, 1859, filed against James Shaw and David Shaw (trading under the style or firm of J. and D. Shaw), of John-street, Cambridge Heath, in the county of Middlesex Boiler Makers, and they having been declared bankrupts, are hereby required to surrender themselves to Edward Goulburn, Serjeant-at-Law, one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 2nd day of December next, at one o'clock in the afternoon precisely, and on the 2nd day of January following, at twelve at noon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, and make a full discovery and disclosure of 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. Nicholson, No. 24, Basinghall-street, London, the Official Assignee in the matter of this bankruptcy, and give notice to Mr. W. E. Voules, Solicitor, No. 16, Gresham-street, City, or Mr. Charles Corser, Solicitor, Wolverhampton.

WHEREAS a Petition for adjudication of Bankruptcy was, on the 3rd day of November, 1859, filed against Charles Harris, of Pangbourne, in the county of Berks, and of Cricklade, in the county of Wilts, Draper and Hosiery, and he having been declared bankrupt, is hereby required to surrender himself to Edward Goulburn, Serjeant-at-Law, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 5th day of December next, at half past twelve in the afternoon precisely, and on the 2nd day of January following, at one o'clock in the afternoon precisely, at the Court of Bankruptcy, Basinghall-street, 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. Pennell, No. 3, Guildhall-buildings, Basinghall-street, the Official Assignee in the matter of this bankruptcy, and give notice to Messrs. Sole, Turner, and Turner, Solicitors, No. 68, Aldermanbury, London.

WHEREAS a Petition for adjudication of Bankruptcy was, on the 17th day of November, 1859, filed against Meldram Shepherd Christie, of No. 18, Grove-place, Lisson-grove, in the county of Middlesex, and late of No. 412, Oxford-street, in the same county, Baker, and he being declared bankrupt, is hereby required to surrender himself to Joshua Evans, Esq., one of Her Majesty's Com-

missioners of the Court of Bankruptcy, on the 3rd and 29th days of December next, at eleven o'clock in the forenoon precisely, on each of the said days, at the Court of Bankruptcy, in Basinghall-street, in the city of London, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. Bell, No. 3, Coleman-street-buildings, the Official Assignee in the matter of this bankruptcy, and give notice to Mr. Webb, Solicitor, King-street, Cheapside.

WHEREAS a Petition for adjudication of Bankruptcy was, on the 19th day of November, 1859, filed against Charles Moody, of Queen-street, Portsea, in the county of Southampton, Edge Tool Manufacturer and Cutler, Dealer and Chapman, 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 3rd day of December next, at twelve o'clock at noon precisely, and on the 29th day of the same month, 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. Johnson, No. 20, Basinghall-street, London, the Official Assignee, in the matter of this bankruptcy, and give notice to Mr. Edwin Low, Solicitor, 65, Chancery-lane.

WHEREAS a Petition for adjudication of Bankruptcy, filed the 16th day of November, 1859, hath been presented against Abraham Bernal, of No. 12, Whitechapel-road, in the county of Middlesex, China and Glass Dealer, and he having been declared bankrupt, is hereby required to surrender himself to John Samuel Martin Fonblanque, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 30th day of November instant, at two o'clock in the afternoon precisely, and on the 30th of December next, at one o'clock in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, and make a full discovery and disclosure of 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. Hutton Hamer Stansfeld, of No. 10, Basinghall-street, London, the Official Assignee, whom the Commissioner has appointed, and give notice to Mr. J. S. Salaman, Solicitor, No. 20, Moorgate-street, London.

WHEREAS a Petition for adjudication of Bankruptcy, bearing date the 18th day of November, 1859, hath been filed by John Barlow, of Cobridge, in the parish of Burslem, in the county of Stafford, Earthenware Dealer, and he being declared bankrupt, is hereby required to surrender himself to George Williams Sanders, Esq., one of Her Majesty's Commissioners of the Birmingham District Court of Bankruptcy, at Birmingham, on the 5th day of December next, and on the 9th day of January following, 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. George Kinnear, No. 37, Waterloo-street, Birmingham, the Official Assignee, whom the Commissioner has appointed, and give notice to Mr. W. E. Twigg, Solicitor, Burslem, or to Mr. John Smith, Solicitor, Birmingham.

WHEREAS a Petition for adjudication of Bankruptcy was filed on the 12th day of November, 1859, in Her Majesty's District Court of Bankruptcy, at Manchester, against John Reynolds, of Commercial-buildings, High-street, in the city of Manchester, in the county of Lancaster, Yarn Agent and Yarn Dealer, and he being declared bankrupt, is hereby required to surrender himself to William Thomas Jemmett, Esq., one of Her Majesty's Commissioners of the Manchester District Court of Bankruptcy, on the 7th day of December next, and on the 10th day of January following, at twelve at noon, on each day, 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 as-

signees, 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, No. 45, George-street, Manchester, the Official Assignee, whom the Commissioner has appointed to receive the same, and give notice to Messrs. Richardson, Hinnell, and Richardson, Solicitors, Bolton and Manchester.

EDWARD HOLROYD, Esq., one of Her Majesty's Commissioners, authorized to act under a Petition for adjudication of Bankruptcy, filed the 28th day of January, 1857, against James Butcher, of the Three Cranes Public-house, Church-street, Hackney, in the county of Middlesex, Licensed Victualler, Dealer and Chapman, will sit on the 13th day of December next, at two o'clock in the afternoon 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.

JOHAN SAMUEL MARTIN FONBLANQUE, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed the 4th day of November, 1858, against Charles James Francis and Henry Freer, of Nos. 15 and 17, Great Saint Helens, in the city of London, Wine, Beer, and Cyder Merchants, Dealers and Chapmen, carrying on business in partnership together, under the style or firm of Francis and Freer, will sit on the 7th day of December next, at twelve o'clock at noon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London (by adjournment from the 9th day of November instant, 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.

EDWARD GOULBURN, Serjeant-at-Law, one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed the 15th day of September, 1859, against William Alston, of High-row, Silver-street, Notting Hill, in the county of Middlesex, Draper, Dealer and Chapman, 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, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

EDWARD HOLROYD, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 27th day of September, 1859, against Archibald Hay Jack, of No. 16A, Great Windmill-street, Haymarket, in the county of Middlesex (lately trading in copartnership with William Evans, deceased), Letter-press Printer, Dealer and Chapman, will sit on the 9th day of December next, at eleven o'clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to 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 29th day of July, 1854, against William Atherton, of No. 19, Dale-street, in Liverpool, in the county of Lancaster, Merchant, will sit on the 5th 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.

HENRY JAMES PERRY, Esq., Her Majesty's Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 4th day of December, 1857, against Miles Lambert, of Liverpool, in the county of Lancaster, Tailor and Draper, will sit on the 2nd 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 bankrupts, 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 19th day of August, 1857, against Joshua Horner Hole, of Birkenhead, in the county of Chester, Broker, Dealer and Chapman,

will sit on the 5th day of December next, at eleven o'clock in the forenoon precisely, at the District Court of Bankruptcy, at 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.

HENRY JAMES PERRY, Esq., Her Majesty's Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 1st day of October, 1859, against David Alexander Inglis, of Liverpool, in the county of Lancaster, Commission Agent, Ale and Porter Merchant, will sit on the 5th 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.

GEORGE WILLIAMS SANDERS, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 3rd day of June, 1859, and filed by John Withers, of Birmingham, in the county of Warwick, Jeweller and Black Ornament Manufacturer, will sit on the 9th of December next, at eleven of the clock in the forenoon precisely, at the Birmingham District Court of Bankruptcy, at Birmingham, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

JOSHUA EVANS, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed the 17th day of June, 1859, against Charles Freeman Cotterell, of No. 9, Chichester-street, Harrow-road, Paddington, in the county of Middlesex, Linen Draper, will sit on the 29th day of December next, at one of the clock in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, to 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 SCROPE AYRTON, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 14th day of June, 1859, filed against Francis Clubley, of Whitefriargate, in Kingston-upon-Hull, in the county of York, Draper, Dealer and Chapman, will sit on the 14th day of December next, at twelve o'clock at noon precisely, at the Leeds District Court of Bankruptcy, in the Townhall, Kingston-upon-Hull, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt, under the said Petition, pursuant to "The Bankrupt Law Consolidation Act. 1849."

JOHN SAMUEL MARTIN FONBLANQUE, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed the 1st day of August, 1859, by John Edward Ford, of No. 63, Aldermanbury, and of No. 15, Adde-street, both in the city of London, Stock and Tye Manufacturer, will sit on the 14th day of December next, at two of the clock in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

JOHN SAMUEL MARTIN FONBLANQUE, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 4th day of August, 1859, by Ellen Ruth Amore, of Courthouse-street, Hastings, in the county of Sussex, and of Hallaway House, Hallaway-place, Hastings aforesaid, Common Brewer, will sit on the 14th day of December next, at half past two of the clock in the afternoon 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.

EDWARD GOULBURN, Serjeant-at-Law, one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed the 11th day of November, 1857, against Thomas Day, of Birch, in the county of Essex, Victualler, will sit on the 14th day of December next, at one in the afternoon precisely, at the Court of Bankruptcy, Basinghall-street, in the city of

London, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

EDWARD GOULBURN, Serjeant-at-Law, one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed the 10th day of September, 1859, against David Galer, of Woolwich, in the county of Kent, Grocer, Tea Dealer, Provision Dealer, and Chapman, will sit on the 14th of December next, at eleven in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

EDWARD HOLROYD, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 8th day of September, 1858, against Joseph Moses, of No. 12, White-street, Cutler-street, Howardstitch, in the city of London, Metal Dealer and Chapman, will sit on the 13th 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 28th day of April, 1859, against James Hodd and John Gill, of No. 127, London-road, Southwark, in the county of Surrey, Copartners, Ironmongers, Dealers and Chapman, will sit on the 13th 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 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 23rd day of April, 1853, against Thomas Blake Barrow Webb, of Brighton, in the county of Sussex, and of the city of Gloucester, Draper and Milliner, Dealer and Chapman, will sit on the 13th 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 11th day of December, 1855, against Samuel Proby Ekin, now of Godmanchester, in the county of Huntingdon, out of business, formerly of Cambridge, in the county of Cambridge, Soda Water Manufacturer and Tobacconist, Dealer and Chapman, will sit on the 13th day of December next, at one in the afternoon 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.

MATTHEW DAVENPORT HILL, Esq., one of Her Majesty's Commissioners authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 14th day of June, 1858, against Frederick Henry Parker and John Balsdon, of the city of Bristol, Wine and Spirit Merchants and Copartners, will sit on the 15th day of December next, at eleven of the clock in the forenoon precisely, at the Bristol District Court of Bankruptcy, in Bristol, in order to make a Final 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.

GEOERGE WILLIAMS SANDERS, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, hearing date the 12th day of March, 1858, filed against William Holmes, of Birmingham, in the county of Warwick, Picture Dealer, Auctioneer, and Commission Agent, will sit on the 19th day of December next, at eleven of the clock in the forenoon, at the Birmingham District Court of Bankruptcy, at Birmingham, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

WILLIAM SCROPE AYRTON, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 14th day of June, 1859, presented and filed against Francois Clubleby, of Whitefriar-gate, in Kingston-upon-Hull, in the county of York, Draper, Dealer and Chapman, will sit on the 14th of December next, at twelve of the clock at noon precisely, at the Leeds District Court of Bankruptcy, in the Townhall, Kingston-upon-Hull, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

HENRY JAMES PERRY, Esq., Her Majesty's Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 29th day of July, 1859, against William Atherton, of No. 19, Dale-street, in Liverpool, in the county of Lancaster, Merchant, will sit on the 12th day of December next, at half-past eleven of the clock in the forenoon precisely, at the District Court of Bankruptcy, in Liverpool, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors who have not already proved their debts are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend.

HENRY JAMES PERRY, Esq., Her Majesty's Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 4th day of February, 1859, against William Mannion, of Liverpool, in the county of Lancaster, Currier and Leather Dealer, Dealer and Chapman, will sit on the 15th day of December next, at eleven of the clock in the forenoon precisely, at the District Court of Bankruptcy, in Liverpool, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend.

WHEREAS the Court, authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 27th day of January, 1859, and now in prosecution against William Trigg, of Witley, near Godalming, in the county of Surrey, Timber Merchant, Builder, and Contractor, 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 15th day of December next, at eleven in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute, passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

WHEREAS the Court, authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 17th day of June, 1859, and now in prosecution against Charles Freeman Cotterell, of No. 9, Chichester-street, Harrow-road, Paddington, in the county of Middlesex, Linen Draper, 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 29th 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, 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 23rd day of June, 1859, and now in prosecution against John Clarke, of King's Lynn, in the county of Norfolk, Victualler, Dealer and Chapman, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Edward Goulburn, Serjeant-at-Law, one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 14th day of December next, at eleven of the clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, for the allowance of the Certificate of the bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute, passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

WHEREAS the Court, authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 4th day of August, 1859, by Ellen Ruth Amore, of Courthouse-street, Hastings, in the county of Sussex, and of Hallaway House, Hallaway-place, Hastings aforesaid, Common Brewer, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before John Samuel Martin Fonblanque, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 14th day of December next, at one 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 under which adjudication of Bankruptcy, was made on the 25th day of February, 1859, against Charles Wooltorton, of Nos. 73 and 74, West Smithfield, in the city of London, Ironmonger, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before John Samuel Martin Fonblanque, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 14th 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 bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute, passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

WHEREAS the Court, authorized to act in the prosecution of a Petition for adjudication in Bankruptcy filed on the 13th day of July, 1859, against Henry Oppen;

heim, of No. 2, Old-street-road, Saint Luke's, in the county of Middlesex, then of No. 4, Dalston-place, Dalston, in the said county of Middlesex, Timber Merchant and Auctioneer, Dealer and Chapman, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before John Samuel Martin Fonblanque, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 14th of December next, at half past one in the afternoon precisely, at the Court of Bankruptcy, Basinghall-street, in the city of London, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

WHEREAS the Court, authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 29th day of July, 1859, against Louise Flamant, of No. 10, Duke-street, Portland-place, and No. 42, Somerset-street, Portman-square, both in the county of Middlesex, Milliner, and Dealer in Lace, has, on the application of the said bankrupt, appointed a public sitting under such Petition to be held before John Samuel Martin Fonblanque, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 14th day of December next, at half past twelve o'clock in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, 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, authorised to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 1st day of August, 1859, by John Edward Ford, of No. 63, Aldermanbury, and of No. 15, Adde-street, both in the city of London, Stock and Tye Manufacturer, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before John Samuel Martin Fonblanque Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 14th day of December next, at two o'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 against John Lee Castle, of Moreton-in-the-Marsh, in the county of Gloucester, Linen Draper, and bearing date the 12th day of July, 1859, 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 3rd day of January next, at eleven of the 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 William Thomas Jemmett, Esq., one of Her Majesty's Commissioners acting in the prosecution of a Petition for adjudication in Bankruptcy, filed the 4th day of October, 1859, against James Haigh and Joseph Haigh, both of Mossley, in the county of Lancaster, Brush Makers and Grocers, Dealers and Chapmen, will, pursuant to "The Bankrupt Law Consolidation Act, 1849," on the application of Joseph Haigh, one of the said bankrupts, sit on the 13th day of December next, at twelve o'clock at noon 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.

GEORGE WILLIAMS SANDERS, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 29th day of August, 1859, and filed in Her Majesty's District Court of Bankruptcy, at Birmingham, by Edward Matthews, of No. 30, Bishop-street, Coventry, in the county of Warwick, Builder, Dealer and Chapman, has appointed a public sitting for the allowance of the Certificate of the said bankrupt, under such Petition for adjudication of Bankruptcy, to be holden on the 15th day of December next, at eleven o'clock in the forenoon precisely, at the Birmingham District Court of Bankruptcy, at Birmingham, when and where any of the creditors of the said bankrupt, who shall have given due notice of his intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

MARTIN JOHN WEST, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 9th day of September, 1856, and filed in Her Majesty's District Court of Bankruptcy at Leeds, against James Henry Hargreaves, of Leeds, in the county of York, Share Broker, Dealer and Chapman, hath appointed a public sitting under such Petition, to be holden on the 2nd of December next (and not on the 2nd of September as before advertized), at eleven o'clock in the forenoon precisely, at the Leeds District Court of Bankruptcy, at the Commercial-buildings, in 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 shewn to the contrary, or such other order will be made therein as the justice of the case may require.

MARTIN JOHN WEST, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 20th day of September, 1859, and filed in Her Majesty's District Court of Bankruptcy, at Leeds, against Craven Temple, of Filey, in the county of York, Lodging-house Keeper, Tailor, Dealer and Coapman, hath appointed a public sitting under such Petition, to be holden on the 15th day of December next, at eleven of the clock in the forenoon precisely, at the Leeds District Court of Bankruptcy, at the Council-hall, in Sheffield, Yorkshire, 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 shewn to the contrary, or such other order will be made therein as the justice of the case may require.

MARTIN JOHN WEST, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 12th day of November, 1858, and filed in Her Majesty's District Court of Bankruptcy, at Leeds, against John Wood, of Drax, in the county of York, Corn Dealer, hath appointed a public sitting under such Petition to be holden on the 15th day of December next, at eleven of the clock in the forenoon precisely, at the District Court of Bankruptcy, at the Commercial-buildings, in Leeds, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bank-

rupts; 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.

MARTIN JOHN WEST Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 19th day of September, 1859, and filed in Her Majesty's District Court of Bankruptcy, at Leeds, against John Jackson, of Fleet Mills, Oulton, near Leeds, in the county of York, Corn Miller and Flour Dealer, hath appointed a public sitting under such Petition, to be holden on the 15th day of December next, at eleven o'clock in the forenoon precisely, at the Leeds District Court of Bankruptcy, at the Commercial-buildings, in Leeds, Yorkshire, 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 shewn to the contrary, or such other order will be made therein as the justice of the case may require.

MARTIN JOHN WEST, Esq., one of Her Majesty's Commissioners authorised to act under a Petition for adjudication of Bankruptcy, bearing date the 10th day of October, 1859, and filed in Her Majesty's District Court of Bankruptcy, at Leeds, against Edward Postill, of the city of York, Druggist, Dealer and Chapman, hath appointed a public sitting under such Petition, to be holden on the 15th day of December next, at eleven of the 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 shewn or to the contrary, or such other order will be made therein as the justice of the case may require.

THIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 23rd day of August, 1859, against Arthur Edward Windus, of No. 20, Aldermanbury, in the city of London, Tie and Scarf Manufacturer, trading as A. E. Windus and Co., did, on the 14th day of November instant, allow the said Arthur Edward Windus a Certificate of the third class; and that such Certificate will be delivered to the said bankrupt, unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

THIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 25th day of August, 1859, against Thomas Alexander Nicol, of No. 110, Sloane-street, Chelsea, and of No. 5, Pembroke-place, Spring-grove, both in the county of Middlesex, Upholsterer, Dealer and Chapman, did, on the 14th day of November, 1859, allow the said Thomas Alexander Nicol a Certificate of the third class; and that such Certificate will be delivered to the said bankrupt, unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

THIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 19th day of November, 1858, against Francis Ingham, of No. 9, High Holborn, in the county of Middlesex, Grocer and Tea Dealer, Dealer and Chapman, did, on the 17th day of November, 1859, suspend the Certificate of the said Francis Ingham for twelve months from the 17th day of November, 1859, and when granted to be of the third class; and that such Certificate will be delivered to the said bankrupt, unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

THIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 23rd day of May, 1859, against Alfred Elpbick, of East Moulsey, in the county of Surrey, Butcher, did on the 12th day of November, 1859, allow the said Alfred Elpbick a Certificate of the second class; and that such Certificate will be delivered to the said bankrupt, unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

THIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 30th day of November, 1854, against Daniel Chapman, of No. 5, Cornwall-road, Hammersmith,

in the county of Middlesex, Builder, did, on the 20th day of April, 1855, suspend the granting of the Certificate of conformity of the said Daniel Chapman for three calendar months from that day, and such period of suspension having elapsed, the said Court did, on the 15th day of November, 1859, allow the said Daniel Chapman, a Certificate of the second class; and that such Certificate will be delivered to the said bankrupt, unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

THIS is to give notice, that the Court acting in the prosecution of an adjudication of Bankruptcy, filed on the 7th day of June, 1859, against Laurence Knight, of Mark-lane, in the city of London, Wine Merchant, did, on the 11th day of November 1859, suspend the allowance of the Certificate of conformity of the said Laurence Knight for twelve months from that day and the said Court did further order that such Certificate, when granted, is to be a Certificate of the third class; and that such Certificate will be delivered to the said bankrupt, unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

THIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 26th day of July, 1859; against Henry Hobbs and George Tilley, of Saint George's-wharf, Cambridge-street, Old Saint Pancras-road, and of Southall, both in the county of Middlesex, and of Victoria-wharf, Earl-street, Blackfriars, in the city of London, Brickmakers, Dealers and Chapman, and Copartners, did, on the 11th day of November, 1859, allow the said Henry Hobbs his Certificate as of the second class, and did suspend the Certificate of the said George Tilley for six months, and when granted to be 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.

NOTICE is hereby given, that William Thomas Jemmett, Esq., one of the Commissioners of Her Majesty's Court of Bankruptcy, at Manchester, acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 4th day of July, 1859, against Charles John Goodwin, now and for five months last past residing at Hulme, within the city of Manchester, in the county of Lancaster, and formerly residing and carrying on business at Chesterfield, in the county of Derby, Tavern Keeper, did, on the 15th day of November, 1859, allow the said bankrupt, a Certificate of conformity of the second class; and that such certificate will be delivered to the said bankrupt, unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

GEORGE WILLIAMS SANDERS, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication in Bankruptcy, bearing date the 26th day of February, 1859, and filed in Her Majesty's District Court of Bankruptcy, at Birmingham, against Edward Hawkes, of Birmingham, in the county of Warwick, Tobacconist and Pipe Maker, did, on the 3rd day of November, allow the said Edward Hawkes a Certificate of the third class, after a suspension of twelve months; 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.

GEORGE WILLIAMS SANDERS, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication in Bankruptcy, bearing date the 16th day of July, 1859, and filed in Her Majesty's District Court of Bankruptcy, at Birmingham, against John Bushell, of Wolverhampton, in the county of Stafford, Licensed Victualler, did, on the 27th day of October, allow the said John Bushell 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.

GEORGE WILLIAMS SANDERS, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication in Bankruptcy, bearing date the 8th day of March, 1859, and filed in Her Majesty's District Court of Bankruptcy, at Birmingham, against Thomas Leake the younger, of the town and county of Nottingham, Upholsterer, Dealer and Chapman, did, on the 15th November, 1859, allow the said Thomas Leake the younger, a Certificate of the third class, after a suspension of twelve months from the 26th July, 1859; 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.

GEORGE WILLIAMS SANDERS, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 18th day of August, 1859, and filed in Her Majesty's District Court of Bankruptcy, at Birmingham, against William

Lindop, of Newcastle-under-Lyme, in the county of Stafford Brush Manufacturer, did, on the 7th day of November, allow the said William Lindop 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.

GEORGE WILLIAMS SANDERS, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 16th day of July, 1859, and filed in Her Majesty's District Court of Bankruptcy, at Birmingham, against Langley Burton, of Melton Mowbray, in the county of Leicester, Upholsterer, Dealer and Chapman, did, on the 8th day of November, allow the said Langley Burton 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.

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 Booth, of Halifax, in the county of York, Merchant, Dealer and Chapman, hath allowed to the said bankrupt a Certificate of conformity of the third class, bearing date the 14th day of November, 1859; 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 Robert Palmer the elder and Robert Palmer the younger, both of Stokesley, in the county of York, Scriveners, Dealers and Chapmen, trading under the firm of Palmer and Son, hath allowed to the said bankrupts a Certificate of conformity of the third class, bearing date the 14th day of November, 1859, and such certificate will be delivered to the said bankrupts 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 Clayton and Benjamin Lockwood, both of Rastrick, in the county of York, Silk Spinners and Copartners, Dealers and Chapmen, hath allowed to the said bankrupt, Benjamin Lockwood, a Certificate of conformity of the second class, bearing date the 14th day of November, 1859; 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 Shaw, of Huddersfield, in the county of York, Cotton Doubler and Warp Maker, Dealer and Chapman, hath allowed to the said bankrupt a Certificate of conformity of the second class, bearing date the 14th day of November 1859, 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.

In the County Court of Somersetshire, holden at Bridgwater.

In the Matter of William Jarman, of Bridgwater, in the county of Somerset, an Insolvent Debtor.

A DIVIDEND of 1s. 1d. in the pound, is payable to the creditors of the above insolvent, and may be received at the County Court Office, Bridgwater, any day after the 22nd of November, 1859, between the hours of ten and four. HENRY LOVIBOND, Registrar.

In the County Court of Somersetshire, holden at Bridgwater.

In the Matter of William Pollard, of Bridgwater, in the county of Somerset, an Insolvent Debtor.

A DIVIDEND of 6½d. in the pound, is payable to the creditors of the above insolvent, and may be received at my offices, at Bridgwater, any day after the 22nd day of November instant, between the hours of ten and four. HENRY LOVIBOND, Registrar.

In the County Court of Carmarthenshire, holden at Llandovery, in the said county.

In the Matter of John Rees, of High-street, in the town of Llandovery, in the county of Carmarthen, Grocer, Tea Dealer, Provision Merchant, and Dealer in Toys, Pipes, and Cigars, afterwards and for the last four months living in lodgings at No. 40, Bellvue-street, in the town of Swansea, out of business, an Insolvent Debtor.

BE it remembered, that the above named John Rees, being a trader within the meaning of the statutes now in force, relating to bankrupts, but owing debts amounting in the whole to less than £300, having presented a Petition to this Honourable Court under the provisions of the statutes made and passed in the 5th and 6th, and 7th and 8th years of the reign of Her present Majesty, entitled respectively "An Act for the Relief of Insolvent Debtors," and "An Act to amend the Law of Insolvency, Bankruptcy, and Execution," and an Act passed in the 10th and 11th years of Her Majesty's reign, intituled "An Act to abolish the Court of Review in Bankruptcy, and to make alterations in the jurisdiction of the Courts of Bankruptcy and Court for Relief of Insolvent Debtors," and such petitions having been filed in this Court, a protection is hereby given to the said John Rees from all process whatever, except as hereinafter mentioned, either against his person or his property of every description, which protection shall continue in force, and all process, except process for arresting or holding him to bail under the authority of a Judge's Order for that purpose, be stayed until the 5th of December next, at 11 o'clock in the forenoon, being the time appointed for his first examination.—Dated 24th October, 1859.

JOHN JOHNES, Judge of the said County Court.

WHEREAS a Petition of James Lissent Moss (carrying on business in the name of James Moss), of William Place, Spittlegate, Grantham, in the county of Lincoln, Baker and Flour Seller, Grocer, and General Provision Dealer, and Dealer in Tea, Tobacco, Drugs, and Small Wares, and Journeyman Iron Turner, an insolvent debtor, having been filed in the County Court of Lincolnshire, at Grantham, and an interim order for protection from process having been given to the said James Lissent Moss, under the provisions of the Statutes in that case made and provided, the said James Lissent Moss is hereby required to appear before the said Court, on the 12th day of December next, at twelve of the clock at noon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said James Lissent Moss, or that have any of his effects, are not to pay or deliver the same but to Mr. Thomas Winter, the Registrar of the said Court, at his office, at Grantham, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of James Tanner, of Great Bookham, near Leatherhead, Surrey, Bricklayer and Plasterer, his wife part of the time a Laundress, an insolvent debtor, having been filed in the County Court of Surrey, at Epsom, and an interim order for protection from process having been given to the said James Tanner, under the provisions of the Statutes in that case made and provided, the said James Tanner is hereby required to appear before the said Court, on the 16th 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 Tanner, or that have any of his effects, are not to pay or deliver the same but to Mr. George White, Registrar of the said Court, at his office, at Epsom, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of James Ellis, of Harlow, in the county of Essex, Carpenter and Undertaker, an insolvent debtor, having been filed in the County Court of Hertfordshire, at Bishops Stortford, and an interim order for protection from process having been given to the said James Ellis, under the provisions of the Statutes in that case made and provided, the said James Ellis is hereby required to appear before the said Court, on the 23rd 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 James Ellis, or that have any of his effects, are not to pay or deliver the same but to Mr. T. Unwin, Registrar of the said Court, at his office, at Bishops Stortford, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Andrew Graham, at present residing at the Burnt-house-yard Side, previously of No. 2, Denton Chare, and carrying on business at No. 103 Side, all in Newcastle-upon-Tyne, Provision Dealer, an insolvent debtor, having been filed in the County Court of Northumberland, at the Guildhall, Newcastle, and an interim order for protection from process having been given to the said Andrew Graham, under the provisions of the Statutes in that case made and provided, the said Andrew Graham is hereby required to appear before the said Court, on the 13th 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 Andrew Graham, or that have any of his effects, are not to pay or deliver the same but to Mr. John Clayton, Registrar of the said Court, at the County Court Office, at Newcastle, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Richard Wright, of No. 3, Himgate-passage, in the city of Lincoln, Journeyman Carpenter and Joiner, and previously of No. 3, Butchery-street, in the same city, Carpenter and Joiner, an insolvent debtor, having been filed in the County Court of Lincolnshire, at Lincoln, and an interim order for protection from process having been given to the said Richard Wright, under the provisions of the Statutes in that case made and provided, the said Richard Wright is hereby required to appear before the said Court, on the 6th day of December next, at twelve of the clock at noon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said Richard Wright, or that have any of his effects, are not to pay or deliver the same but to Mr. Field Uppleby, Registrar of the said Court, at his office, in Bank-street, Lincoln, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Walter Henry Simons, of Braintree, in the county of Essex, Confectioner and Fruiterer, an insolvent debtor, having been filed in the County Court of Essex, at Braintree, and an interim order for protection from process having been given to the said Walter Henry Simons, under the provisions of the Statutes in that case made and provided, the said Walter Henry Simons is hereby required to appear before the said Court, on the 6th day of December next, at twelve at noon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said Walter Henry Simons, or that have any of his effects, are not to pay or deliver the same but to Mr. Augustus Cummington, Registrar of the said Court, at his office, at Braintree, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of James Craig, now and for six years last past residing at No. 47, in Clifford-street, Chorlton-upon-Medlock, in the city of Manchester, in the county of Lancaster, Boot and Shoe Maker, an insolvent debtor, having been filed in the County Court of Lancashire, at Manchester, and an interim order for protection from process having been given to the said James Craig, under the provisions of the Statutes in that case made and provided, the said James Craig is hereby required to appear before the said Court, on the 9th day of December next, at twelve at noon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said James Craig, or that have any of his effects, are not to pay or deliver the same but to Mr. Samuel Kay, Registrar of the said Court, at his office, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Arthur Silvestre De Weldycz, formerly of No. 4, Wellington-street, Reading, in the county of Berks, Professor of Languages and Private Tutor, then a Lieutenant, and afterwards a Captain, in Her Majesty's Fifth Light Infantry Regiment of the German Legion, on active duty first in Heligoland, then in Shorncliffe, Aldershot, and Colchester Camps, afterwards of No. 48, Castle-street, Reading aforesaid, then of Coley Park Farm, Reading aforesaid, and then of No. 22, Sydney-terrace, Reading aforesaid, Professor of Languages and Private Tutor, then of Saint Mary's Hill, Reading aforesaid, Professor of Languages, Private Tutor, and Schoolmaster, since of No. 4, Coley-hill, Reading aforesaid, Professor of Languages and Private Tutor, and at present and for four months

last past residing at No. 8, Atlingworth-street, Brighton, in the county of Sussex, Professor of Languages, Private Tutor, and Schoolmaster, and for two months of the latter time in partnership with Louis Wallace Scudamore, at No. 8, Atlingworth-street aforesaid, an insolvent debtor, having been filed in the County Court of Berkshire, at Reading, and an interim order for protection from process having been given to the said Arthur Silvestre De Weldycz, under the provisions of the Statutes in that case made and provided, the said Arthur Silvestre De Weldycz is hereby required to appear before the said Court, on the 7th day of December next, at two of the clock in the afternoon 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 Arthur Silvestre De Weldycz, or that have any of his effects, are not to pay or deliver the same but to Mr. William Hobbs, Registrar of the said Court, at his office, at Reading, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of William James Bebell, at present and for one year and seven months last past residing at No. 1, Woodbine-cottage, Regent-street, near the city, but in the county of Gloucester, part of the above time renting a Yard at Lanthony, also near the city, but in the county of Gloucester, and previously for eight years and upwards residing in the Bristol-road, in the borough of Gloucester, also renting a Yard and Premises at the Docks, Gloucester, and part of the time being Agent or Inspector for Mr. William Guest, of Gloucester, the Contractor of the Permanent Way of the South Wales Railway, at Cardiff, Glamorganshire, Ship Builder, Ship Surveyor, and Agent, 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 James Bebell, under the provisions of the Statutes in that case made and provided, the said William James Bebell is hereby required to appear before James Francillon, Esq., Judge of the said Court, on the 8th day of December next, at ten of the clock in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said William James Bebell, 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 Richard Hawkins, at present and for seven months and fifteen days or thereabouts last past residing at the Old Dial Inn, Westgate-street, in the parish of Saint Nicholas, in the city of Gloucester, being a Stone Mason, Licensed Victualler, and Dealer in Tobacco, Retailer of Beer, Ale, Porter, and Cider, occasionally Dealing in Straw, and renting a Yard in the same parish, and for four years and upwards previously thereto residing at No. 2, Sebert-place, in the out hamlet of Kingsholme Saint Catherine, near the city, but in the county of Gloucester, being a Stone Mason, and renting a Yard in the same hamlet, and occasionally letting lodgings, 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 Richard Hawkins, under the provisions of the Statutes in that case made and provided, the said Richard Hawkins is hereby required to appear before James Francillon Esq., Judge of 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 Richard Hawkins, 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 Levi Kerrison, of the parish of Sandridge, in the county of Hertford, Bricklayer, an insolvent debtor, having been filed in the County Court of Hertfordshire, at Saint Alban's, and an interim order for protection from process having been given to the said Levi Kerrison, under the provisions of the Statutes in that case made and provided, the said Levi Kerrison is hereby required to appear before the said Court, on the 25th day of November instant, at eleven o'clock in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said Levi Ker-

riſon, or that have any of his effects, are not to pay or deliver the ſame but to Mr. W. B. Sirapſon, Registrar of the ſaid Court, at his office, at Saint Alban's, the Official Assignee of the eſtate and effects of the ſaid insolvent.

In the Matter of the Petition of John Walker, Grantham, Shoemaker.

NOTICE is hereby given, that Mr. Serjeant Miller, Judge of the County Court of Lincolnſhire, at Grantham, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the ſaid Court, on the 12th day of December next, at twelve o'clock at noon preciſely, unleſs cauſe be then and there ſhewn to the contrary.

In the Matter of the Petition of George Bell, of Alford, in the county of Lincoln, Cordwainer and Shopkeeper.

NOTICE is hereby given, that John George Stapylton Smith, Eſq., Judge of the County Court of Lincolnſhire, at Spilſby, acting in the matter of this Petition, will proceed to make a Final Order thereon at the ſaid Court, on the 9th day of November inſtant, at nine of the clock in the forenoon preciſely, unleſs cauſe be then and there ſhewn to the contrary.

In the Matter of the Petition of John Roſs, of No. 22, Sincil-ſtreet, in the city of Lincoln, Journeyman Tailor, previously of Gainsboro, in the county of Lincoln, Tailor and Draper, previously of the ſame place, carrying on buſineſs in copartnership with William Pagett, as Tailors and Drapers, and formerly of the ſame place, Tailor and Draper.

NOTICE is hereby given, that John George Stapylton Smith, Eſq., Judge of the County Court of Lincolnſhire, at the Sessions-houſe, Lincoln, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the ſaid Court, on the 6th day of December next, at twelve o'clock at noon preciſely, unleſs cauſe be then and there ſhewn to the contrary.

In the Matter of the Petition of Frederick Blackbourn, of No. 411, High-ſtreet, in the city of Lincoln, Seedsman, Gardener, and Fruiterer.

NOTICE is hereby given, that John George Stapylton Smith, Eſq., Judge of the County Court of Lincolnſhire, at the Sessions-houſe, Lincoln, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the ſaid Court, on the 6th day of December next, at twelve o'clock at noon preciſely, unleſs cauſe be then and there ſhewn to the contrary.

In the Matter of the Petition of Sarah Hulme, of Pontypool, in the county of Monmouth, Widow, Dealer in China, Glaſs, and Earthenware.

NOTICE is hereby given, that John Manrice Herbert, Eſq., Judge of the County Court of Monmouthſhire, at Pontypool, 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 twelve of the clock at noon preciſely, unleſs cauſe be then and there ſhewn to the contrary.

In the Matter of the Petition of Samuel Ward, of No. 12, Big Blagden-ſtreet, in the borough and county of Newcaſtle-upon-Tyne, Labourer, formerly of No. 12, Big Blagdon-ſtreet aforeſaid, Labourer, and at the ſame time, carrying on buſineſs at the ſame place as a Grocer and Licensed Dealer in Tea and Tobacco, and Proviſion Dealer, before then reſiding at No. 4, Bedford-ſtreet, Labourer, and at the ſame time carrying on buſineſs at No. 1, Milk Market, both in Newcaſtle-upon-Tyne aforeſaid, as a Grocer, Licensed Dealer in Tea and Tobacco, and Proviſion Dealer.

NOTICE is hereby given, that the County Court of Northumberland, at Newcaſtle, 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 ten o'clock in the forenoon preciſely, unleſs cauſe be then and there ſhewn to the contrary.

In the Matter of the Petition of Thomas Hill, formerly of Horninglow-ſtreet, Burton-upon-Trent, in the county of Stafford, Brewer, in the employ of Meſſrs. Perks and Company, of the ſame place, Common Brewers, next living in lodgings in Alma-cottage, Burton-upon-Trent aforeſaid, carrying on buſineſs in partnership with Elizabeth Heath, Widow, as Coal, Coke, and Lime Merchants, and Dealers in Salt, next of Borough-road, Burton-upon-Trent aforeſaid, part of the time carrying on the ſaid buſineſs and dealings in partnership with the ſaid Elizabeth Heath, and next of Borough-road, Burton-upon-Trent aforeſaid, part of the time carrying on the ſaid buſineſs and dealings on his ſeparate account, and the remaining part of the time out of buſineſs

NOTICE is hereby given, that Joſeph Thomas Cantrell, Eſq., Judge of the County Court of Staffordſhire, at Burton, acting in the matter of of this Petition, will pro-

ceed to make a Final Order thereon, at the ſaid Court, on the 12th 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 Robert Lyne, of Rough-town, in the pariſh of Gloſſop, in the county of Derby, Picker Maker, formerly and for two years previously thereto reſiding at Simmondley, in the ſaid pariſh of Gloſſop, Picker Maker, formerly and for five months previously thereto reſiding at Simmondley aforeſaid, Gamekeeper, formerly and for two months previously thereto reſiding at Simmondley aforeſaid, Picker Maker, formerly and for eleven months previously thereto reſiding at Bedford-ſtreet, in Liverpool, in the county of Lancaſter, Labourer for a Shipwright, formerly and for ſix months previously thereto reſiding at Simmondley aforeſaid, Picker Maker, formerly and for ten months previously thereto reſiding at Howard Town, in the ſaid pariſh of Gloſſop, Beerseller and Picker Maker, and formerly and for nineteen months previously thereto reſiding at Milltown, in the ſaid pariſh of Gloſſop, Beerseller and Picker Maker.

NOTICE is hereby given, that the County Court of Derbyſhire, at Gloſſop, acting in the matter of this Petition, will proceed to make a Final Order thereon at the ſaid Court, on the 12th day of December next, at ten o'clock in the forenoon preciſely, unleſs cauſe be then and there ſhewn to the contrary.

EDWARD COOKE, Eſq., Judge of the County Court of Bedfordſhire, at Ampthill, authorized to act under a Petition of Inſolvency preſented by John Phillips, of Cranfield, in the county of Bedford, Butcher, an insolvent debtor, will ſit on the 9th day of December next, at eleven of the clock in the forenoon preciſely, at the ſaid Court, at Ampthill, 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, and the ſaid Judge 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.

THE eſtates of Lind and Spence, Stationers and Engravers, Nos. 54, and 73, Hanover-ſtreet, Edinburgh, as a Company, and of David Lind, reſiding at No. 2, Danube-ſtreet, Edinburgh, and Henry Bonar Spence, reſiding at No. 21, Blair-ſtreet, Edinburgh, the Individual Partners of the ſaid Company, as ſuch, and as Individuals, were ſequeſtrated on the 18th day of November, 1859, by the Court of Session.

The firſt deliverance is dated 18th November, 1859.

The meeting to elect the Trustees and Commissioners is to be held on Tueſday the 29th day of November, 1859, at one o'clock afternoon, within Cay and Black's Rooms, 65A, 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 17th day of March, 1860.

The Sequeſtration has been remitted to the Sheriff of the County of Lanark.

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. CURROR, 13, Young-ſtreet, Edinburgh, Agent.

THE eſtates of Peter Gordon Milne, Grocer and Proviſion Merchant, No. 59, High-ſtreet, Edinburgh, were ſequeſtrated on the 16th November, 1859, by the Court of Session.

The firſt deliverance is dated the 16th day of November, 1859.

The meeting to elect the Trustee and Commissioners is to be held at two o'clock, on Monday, the 28th day of November, 1859, within Stevenſon's Sale-rooms, No. 4, Saint Andrew-square, 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 16th day of March, 1860.

The ſequeſtration has been remitted to the Sheriff of 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.

JAMES C. MURRAY, W.S., Agent,
68, George-ſtreet, Edinburgh.

THE estates of James M'Donald, Cattle Dealer, residing at Achmahannet, in the United Parish of Cromdale and Inverallan, and county of Elgin, were sequestrated on the 17th day of November, 1859, by the Sheriff of Banff, Elgin, and Nairn.

The first deliverance is dated the 17th day of November, 1859; and contains a warrant of Protection to the said James M'Donald against Arrest or Imprisonment for Civil Debt, until the meeting of the creditors for the election of a Trustee.

The meeting to elect the Trustee and Commissioners is to be held at one o'clock afternoon, upon Thursday the 1st day of December next, within the Gordon Arms Hotel, Elgin.

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 17th day of March, 1860.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

MURDOCH & FORSYTH, Writers, Elgin,
Agents.

Elgin, November 21, 1859.

NOTICE.

THE estates of William Crichton, Bookseller, in Hawick, were sequestrated on the 18th day of November, 1859, by the Sheriff of Roxburghshire.

The first deliverance is dated the 18th day of November, 1859.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock noon, on Friday, the 2nd day of December, 1859, within the Tower Hotel, Hawick.

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 18th day of March, 1860.

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.

J.A. CARMICHAEL, Solicitor, Hawick,
Agent.

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 2nd December, 1859, at Eleven o'clock precisely, before Mr. Chief Commissioner Law.

Samuel Nicholas Robins, sued as S. N. Robins, formerly of No. 32, Bridgewater-street, Somers-town, Tailor, carrying on business at No. 14, Opera-arcade, Pall-mall, and next and now of No. 11, Opera-arcade, aforesaid, all in Middlesex, Tailor, and for one day last past of the Debtors' Prison for London and Middlesex, and while of No. 32, Bridgewater-street, aforesaid, Lodging-house Keeper, also during the above period executor and administrator to the estate and effects of one John Robins, late of No. 14, Opera-arcade, Pall-mall, Tailor, deceased.

On Wednesday the 7th December, 1859, at Eleven o'clock, before Mr. Chief Commissioner Law.

Robert Jenner, formerly of No. 1, St. Peter's-cottages, St. Peter's-terrace, Hammersmith, then of No. 5, Archbutt-terrace, King's-road, Chelsea, and then and now of No. 6, Owen's-row, St. John-street-road, Clerkenwell, all in Middlesex, Clerk in the Chancery Taxing Master's Office.

Thomas Rawlings, of No. 1, Grafton-street, Soho-square, Middlesex, Dairyman, and for part of the time Butcher.

On Wednesday the 7th December, 1859, at half past Ten o'clock, before Mr. Commissioner Murphy.

Consitt William Fewson, formerly for about fourteen months of Lincoln College, next for about three years of New Inn-hall, both in the University of Oxford, Oxford,

Oxfordshire, which is within the jurisdiction of the County Court of Oxford, holden at Oxford aforesaid, Student, next for about four months staying at Patrington, Yorkshire, which is within the jurisdiction of the County Court of Kingston-on-Hull, holden at Kingston-on-Hull, in the county of York, not in any occupation, next for three years and four months of Smyrna, Asia Minor, during the whole time while at such last-mentioned place, Tutor of the British College, and part of the same time, namely, from the month of February, 1857, to October, 1857, also Farmer there in partnership with William Stevens, next for about twelve months of Dover Castle, Dover, Kent, which is in the jurisdiction of the County Court of Dover, holden at Dover, in the county of Kent, Lieutenant in the Bedfordshire Militia, next for about two months of Aldershott, Hampshire, which is in the jurisdiction of the County Court of Surrey, holden at Faraham, in the county of Surrey, next for about two months of Portland, Dorsetshire, which is in the jurisdiction of the County Court of Weymouth, holden at Weymouth, in the county of Dorset, next for ten days last past, and now of Wilson-street, Gray's-inn-road, Middlesex, which is within the jurisdiction of this Honourable Court, Lieutenant as aforesaid.

William Roberts, formerly of Joshua-street, St. Leonard's-road, Bromley, Middlesex, then of Belmont-place, Wandsworth-road, and now of No. 4, St. John's-hill, Wandsworth-road, Surrey, Paper Hanger, Plumber, Zinc Worker, Gas Fitter, Painter, and Glazier.

John Bruyer Lovell, formerly of No. 13, Westmoreland-place, City-road, then of No. 126, Bunhill-row, St. Luke's, Carpenter and Picture Frame Maker, then of the same place, and also of the Three Crowns Beer-shop, No. 66, Westmoreland-place aforesaid, Carpenter, Picture Frame Maker, Beer Retailer, and Tobacconist, then of the Three Crowns aforesaid, and having a workshop at No. 3, Cross-street, Hoxton, Carpenter, Picture Frame Maker, Beer Seller, and Tobacconist, then of No. 1, Queen's Head-lane, Islington, then of No. 26, Brunswick-place, City-road, and having a workshop in White-street, Little Moorfields, London, then of Brudenell-place, New North-road, Hoxton, having a workshop at Rempstone Cottage, Minton-street, Hoxton, then of No. 4, Curzon-street, Wenlock-street, Hoxton, and having a workshop at Rempstone Cottage aforesaid, all in Middlesex, Carpenter and Picture Frame Maker, and now of No. 4, Curzon-street aforesaid, same business.

Stephen Carter, formerly of No. 1, Wilmington-street, Baker, for part of the time having a General Shop at No. 40, St. Helena-place, both in Wilmington-square, Clerkenwell, and now of No. 11, Frederick-place, Hampstead-road, all in Middlesex, Baker and Pastry Cook.

Catherine Bisset, of No. 3, Gloucester-road, Gore-road, and formerly of No. 11, Gloucester-terrace, both in Kensington, Middlesex, Spinster, Teacher of Music.

On Thursday the 8th December, 1859, at half past Ten o'clock, before Mr. Commissioner Murphy.

William Pink, formerly of No. 8, Dorchester-place, New North-road, Hoxton, Middlesex, Assistant Warehouseman, and occasionally dealing in silk goods, then of Grosvenor-park, Kennington, Surrey, then of No. 1, Kings-square, Goswell-road, then of No. 24, Chiswell-street, Finsbury, and then and now of No. 56, Brudnall-place, New North-road, Hoxton, all in Middlesex, at the four last named places, Warehouseman's Assistant.

Thomas Oakholt, of No. 57, Lower Sloane-street, Chelsea, Middlesex, Tailor, letting Lodgings.

Samuel Hughes, of No. 4, Little St. Andrew's-street, Seven Dials, Middlesex, Pork Butcher.

Amelia Sarah Patterson, Spinster, formerly of Guildford, Surrey, then of Spalding, Lincolnshire, Governess, then of Albert-road, Holloway, Schoolmistress, and now of No. 1a, Boundary-road, St. John's Wood, both in Middlesex, Teacher and Boarding-house Keeper.

Daniel Fryer, of No. 37, Great George-street, Bermondsey, Surrey, Machine Manager, previously of No. 67, Barbican, City, out of employment, before then of No. 16, Crooked-lane, King William-street, City, Umbrella Maker, previously of Carshalton, Surrey, Machinist, before then of No. 28, Princess-street, Edgware-road, Middlesex, Commission Agent, previously of No. 65, Barbican aforesaid, and formerly of Arlingham, Gloucestershire, at both places out of business or employment.

William Jones, formerly of No. 23, Durham-street, Vauxhall, Surrey, then of No. 113, High-street, Hoxton, Middlesex, then of the Gordon Hotel, Piazza, Covent-garden, occasionally lodging at the King's Arms, Old Compton-street, Soho, and then and now of No. 58, Tachbrook-street, Pimlico, all in Middlesex, Messenger in the National Debt Office, his wife for some time managing the business of a Licensed Victualler, at No. 113, High-street, Hoxton aforesaid.

John Pestell, formerly of No. 11, Mercer's-terrace, Salmon's-lane, Limehouse, having a mill at Ratcliff-cross, Ratcliff, both in Middlesex, Miller, and then and now of No. 12, Victoria-terrace, Blue Anchor-road, Bermondsey, having a warehouse formerly at Dockhead, Bermondsey, and latterly in Albion-street, Rotherhithe, all in Surrey, Corn Dealer and Mealman.

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.

The 19th day of November, 1859.

ASSIGNEES have been appointed in the following Cases. Further Particulars may be learned at the Office, in Portugal-Street, Lincoln's-Inn-Fields, on giving the number of the Case.

Thomas Prichard, late of Tinterne Abbey, Monmouth, Bootmaker, Beer Retailer, and Grocer, Insolvent, No. 90,014 C.; Benjamin Stephens, Assignee.
 Richard Williams, late of Union-street, Bangor, Carnarvon, Agricultural Day Labourer, Insolvent, No. 89,901 C.; Ephraim Marsden, Assignee.
 Marianne Allen, late of Briggs-street, Norwich, in no business, Insolvent, No. 89,655 C.; Charles Baulch, Assignee.
 Robert Stevens, late of Bitchett House, Seal, near Seven-oaks, Kent, Farmer, Insolvent, No. 89,658; Henry Lewis, Assignee.
 John Ormerod, late of No. 2, Russell-terrace, Lower Broughton, Manchester, Lancashire, out of business, Insolvent, No. 89,492 C.; Alexander Wilfred Remington, Assignee.
 Vernon Wedderburn Breckons, late of Bellingham, Northumberland, out of business, Insolvent, No. 89,879 C.; Robert Carrick, Assignee.
 Jean Baptiste Lavanchy, late of No. 18, Queen-street, Fulham-road, Brompton, Middlesex, Machinist, Insolvent, No. 69,007 T.; Jean Baptiste Girerd, Assignee.
 Charles Borer, late of No. 17, Caroline-place, Hampstead-road, Middlesex, in no business or employ, Insolvent, No. 69,003 T.; William Naylor, jun., Assignee.
 Russell Hill, late of No. 5, Park-place, Heavitree, Devon, Jeweller and Watch and Clock Maker, Insolvent, No. 90,060 C.; Henry Halfyard Allen, Assignee.
 Samuel Smith Buck, late of High-street, Egham, Surrey, out of business, Insolvent, No. 67,366 T.; Edward Louis Alder, Assignee.

COURT FOR RELIEF OF INSOLVENT DEBTORS.

The 19th day of November, 1859.

ORDERS have been made, vesting in the Provisional Assignee the Estates and Effects of the following Persons :

On their own Petitions.

William Charles Eyre, late of No. 9, Southgate-place, Southgate-road, Kingsland, Middlesex, out of business.—In the Debtors' Prison for London and Middlesex.

James Wilton Hulme Powell, late of No. 240, Oxford-street, Middlesex, Jeweller.—In the Debtors' Prison for London and Middlesex.

Joseph Ullmann, late of No. 10, Great Russell-street, Bloomsbury, Middlesex, General Merchant.—In the Debtors' Prison for London and Middlesex.

William Henry Scott, late of No. 5, Upper Cornwall-street, St. George's in the East, Middlesex, out of business.—In the Debtors' Prison for London and Middlesex.

James Chapman, late of the Prince of Wales Public House, Tottenham, Middlesex, in lodgings, out of business.—In the Debtors' Prison for London and Middlesex.

Thomas Saville Bodenham, late of No. 12, Circus-road, Gospel Oak-fields, Kentish-town, Middlesex, Attorney's Clerk.—In the Debtors' Prison for London and Middlesex.

Frederick Kingwell, late of No. 6, Upper Saint Martin's-lane, and No. 1, Castle-street, Long Acre, Middlesex, Carriage Builder, Wheelwright, and Contractor.—In the Debtors' Prison for London and Middlesex.

George William Hazlewood Worrall, late of No. 316, Strand, Middlesex, in no business.—In the Debtors' Prison for London and Middlesex.

William George Bartlett Harbord, late of No. 126, Tooley-street, Borough, Surrey, out of business.—In the Gaol of Surrey.

Henry James Braham, late of No. 12, Thaives Inn, Holborn, Middlesex, not in any business or occupation.—In the Queen's Prison.

George Miller, late of No. 18, New Ormond-street, Queen's square, Middlesex, a Major in Her Majesty's Retired List of India Forces, Bengal Establishment.—In the Queen's Prison.

James Wake, late of No. 37, High-street, Kensington, Middlesex, Baker.—In the Debtors' Prison for London and Middlesex.

John Fickling, late of Norfolk-yard, Westbourne-grove, West, Bayswater, Middlesex, Managing a Livery Stable Keeper's business for one Thomas Fickling.—In the Debtors' Prison for London and Middlesex.

Joseph Terry, late of No. 13, Robert-street, Bedford-row, Middlesex, Journeyman Brass Finisher.—In the Debtors' Prison for London and Middlesex.

Henry Winks, the Elder, late of No. 5, Ely-place, Lower-road, Islington, Middlesex, Cabinet Maker.—In the Debtors' Prison for London and Middlesex.

William Henry Wicks, late of No. 33, Little George-street, Euston-square, Middlesex, Carter to a Gingerbeer Maker.—In the Debtors' Prison for London and Middlesex.

Frederick Robert Lockwood, late of No. 3, Leicester-street, Leicester-square, Middlesex, Cabinet Maker, Carpenter and Joiner.—In the Debtors' Prison for London and Middlesex.

Thomas Beaumont, the Younger, late of No. 4, Albermarle-street, Clerkenwell, Middlesex, out of business.—In the Debtors' Prison for London and Middlesex.

Edward Collins, late of No. 4, Regent's-court, Blossom-street, Norton Folgate, Middlesex, Labourer to a Bacon Factor.—In the Debtors' Prison for London and Middlesex.

Robert Smith Sheriff, late of Black Horse-yard, Grays-inn-Lane, Middlesex, Boot-tree Last and Glove Hand Manufacturer.—In the Debtors' Prison for London and Middlesex.

Thomas Beaumont the Elder, late of the Grapes, Albermarle-street, Clerkenwell, Middlesex, Licensed Victualler.—In the Debtors' Prison for London and Middlesex.

Edward Mudd, late of No. 39½, Tuilerie-street, Hackney-road, Middlesex, Carpenter and Builder.—In the Debtors' Prison for London and Middlesex.

George Augustus Henry Manning, late of No. 3, York-road, Lambeth, Surrey, Assistant Riding Master and Commission Agent.—In the Queen's Prison.

William Bostock, late of Bark-street, Little Bolton, Bolton-le-Moors, Lancashire, Assistant to a Cordial Manufacturer. In the Gaol of Lancaster.

Lawrence Ashworth, late of Booth-street, Pendleton, Lancashire, out of business.—In the Gaol of Lancaster.

George Barlow Scholes, late of Oak-bank, Withington, near Manchester, Commercial Traveller.—In the Gaol of Lancaster.

John Parkinson, late of Darcy-lever, near Bolton-le-Moors, Lancashire, Farmer and Coal Proprietor.—In the Gaol of Lancaster.

John Ellis Middleton, late of Manchester-street, Oldham, Lancashire, Cotton Spinner, out of business.—In the Gaol of Lancaster.

William Grant, late of Whit-lane, Pendleton, near Manchester, Lancashire, Baker and Provision Dealer.—In the Gaol of Lancaster.

John Hayton, late of Church-inn, Helsby-street, Ardwick, Manchester, Lancashire, Beer Retailer.—In the Gaol of Lancaster.

John Reynolds, late of No. 43, Newport-street, Bolton-le-Moors, Lancashire, out of business.—In the Gaol of Lancaster.

Charles Wadman, late of Hazelbury-bryan, Dorsetshire, Journeyman Tailor.—In the Gaol of Dorchester.

George Savage, late of Duncombe-street, Woolaston, Worcestershire, Cropper.—In the Gaol of Worcester.

James Alfred Harman, late of the Military Arms Tavern and Concert Hall, near Unicorn-gate, Lennox-row, Portsea, Southampton, Licensed Victualler.—In the Gaol of Winchester.

Henry Noyce, late of the Shanklin Boarding-house, Shanklin, Isle of Wight, Licensed Victualler and Market Gardener.—In the Gaol of Winchester.

Charles Smith the elder, late of Mickleover, Derbyshire, Gardner.—In the Gaol of Derby.

Thomas Newton Blanshard, late of No. 11, Fishergate, York, out of business.—In the Gaol of York.

Thomas Barrs, late of Cotwell-end, Sedgley, Staffordshire, Farmer.—In the Gaol of Stafford.

James Deeley the elder, late of Hay-green-lye, Old Swinford Worcestershire, out of business.—In the Gaol of Winchester.

John Baldock, late of the South Camp, Aldershot, Southampton, Veterinary Surgeon in the 11th Battalion of the Royal Horse Artillery.—In the Gaol of Winchester.

Mary Shuard, late of No. 35, Queen-street, Cheltenham, Gloucestershire, Housekeeper.—In the Gaol of Gloucester.

Henry Wright, late of Moorgate, in the parish of Clarendon, Nottinghamshire, Dealer in Bread, Flour, Meal, and Horse Corn.—In the Gaol of Nottingham.

Robert Wright, late of No. 4, Briggate, Leeds, Yorkshire, Boot and Shoe Maker.—In the Gaol of York.

George Wright, late of No. 4, Briggate, Leeds, Yorkshire, Boot and Shoe Maker.—In the Gaol of York.

Solomon Kempner, late of No. 17, Hope-street, Birmingham, Warwickshire, out of business.—In the Gaol of Warwick.

Charles Powell, late of No. 172, Saint Vincent-street, Ladywood, Birmingham, Warwickshire, out of business.—In the Gaol of Warwick.

Charles Brampton, late of No. 33, Summer-lane, Birmingham, Warwickshire, Journeyman Confectioner.—In the Gaol of Warwick.

Maurice Myers, late of No. 25, Ravenhurst-street, Birmingham, Warwickshire, out of business.—In the Gaol of Warwick.

George Berley, late of Heeley, near Sheffield, Yorkshire, Cutler.—In the Gaol of York.

John Halstead, late of Waingate, Sheffield, Yorkshire, out of business.—In the Gaol of York.

Charles White Taping, late of the Clarence Hotel, Brighton, Sussex, not in any business.—In the Gaol of Lewes.

Thomas Ross Comyn, late of the Clarence Hotel, Brighton, Sussex, not in any business.—In the Gaol of Lewes.

Isaac Deakin, late of No. 3, Nessgate, York, out of business.—In the Gaol of York.

Charles Mountain, late of Overton, near Wakefield Yorkshire, out of business.—In the Gaol of York.

William Day, late of Eckington, Worcestershire, Horse Dealer and Castrator.—In the Gaol of Worcester.

William Owen Taylor, late of No. 74, Mill-street, Macclesfield, Cheshire, in no business.—In the Gaol of Chester.

Edward Hull, late of the Crown Inn, Middlewich, Cheshire, Barman.—In the Gaol of Chester.

William Lafberry, late of the Railway Inn, Tapton-lane, Chesterfield, Derbyshire, out of business.—In the Gaol of Derby.

George Wilson the younger, late of Wirksworth, Derbyshire, Confectioner.—In the Gaol of Derby.

John Cusworth, late of No. 15, Walker-street Kingston-upon-Hull, out of business.—In the Gaol of Kingston-upon-Hull.

On Creditor's Petition.

George Landon, late of Clevedon, Somersetshire, Rector of the parish of Richards Castle in the counties of Hereford and Salop.—In the Gaol of Salisbury.

COURT FOR RELIEF OF INSOLVENT DEBTORS.

See Notice at the end.

The following PRISONERS, whose Estates and Effects have been vested in the Provisional Assignee by Order of the Court, having filed their Schedules, are ordered to be brought up before the Court, as hereinafter mentioned, at

the Court-House, in Portugal-Street, Lincoln's-Inn, as follows, to be dealt with according to the Statute :

On Tuesday the 6th December, 1859, at half past Ten o'Clock precisely, before Mr. Commissioner Murphy.

David Dewing, formerly of Lakenham, near Norwich, Norfolk, then of Willow-lane, Norwich, Assistant Warehousman and Fire and Life Insurance Agent, then of Yarmouth, Norfolk, in no business, then of Thorpe Hamlet, Norwich, then of No. 1, Mildmay-villas, Ball's Pond-road, Islington, Middlesex, during such last mentioned residences, Commission Agent, and late of Bread-street, Cheapside, City, in no business or employment.

Richard Joseph Johnson, formerly of No. 64, Wellington-street, Goswell-street, St. Luke's, Middlesex, in copartnership with Joseph Jones, and trading as Jones and Johnson, Watch Motion Makers and Dealers in Watch Materials, then of the same place and business, and next and late of No. 4, Pitman's-buildings, John's-row, St. Luke's aforesaid, out of business.

On Wednesday the 7th December, 1859, at Eleven o'Clock, before Mr. Chief Commissioner Law.

Washington Yarroll, sued and committed as William Yarroll, late of No. 47, London-wall, City, Tailor, previously of the same place, and for part of the time having a place of business at No. 6½, Chiswell-street, Tailor, and for part of the time residing but not carrying on business, at No. 32, Newton-street, Hoxton, all in Middlesex.

On Thursday the 8th December 1859, at half past Ten o'Clock, before Mr. Commissioner Murphy.

Richard Larkin, formerly of the Red Cow Beershop, Toodley Hale, Capel, near Tunbridge, Kent, and late of same place, and also lodging at Zoar-cottage, Mott's-lane, Ball's Pond-road, Islington, Middlesex, Beer Retailer, Dealer in Tobacco, Grocer, and Labourer.

Dryden Elstob the elder, known as D. Elstob, and as Dryden Elstob, sued as D. Elstob, and as Dryden Elstob, and committed as Dryden Elstob, formerly of Castle-street, Dover, Kent, and afterwards of Lower Norwood, Surrey, out of business and employment, then of No. 48, Dover-street, Piccadilly, Middlesex, Boarding and Lodging-house Keeper, also carrying on the trade of a Farmer and Market Gardener, at Heath Farm, Park-lane, Putney, Surrey, carried on for him by his son, Dryden Elstob the younger, and occasionally lodging at the Bell and Crown Inn, Bagshot, Surrey, while superintending the cutting of a fall of timber at Bagshot aforesaid, then lodging at the Waggon and Horses Inn, in the Old Butter Market, Ipswich, Suffolk, out of business, and afterwards a Prisoner confined for Debt in the County Gaol of Suffolk. at Ipswich aforesaid, and late of No. 48, Dover-street, Piccadilly aforesaid, Boarding and Lodging-house Keeper, a Prisoner in the Queen's Prison, Surrey.

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 Hampshire, holden at Winchester, on Saturday the 3rd day of December, 1859.

John Baldock, formerly of the North Camp, Aldershot, in the parish of Aldershot, in the county of Southampton, Veterinary Surgeon in the 11th Battalion of the Royal Horse Artillery, and then of the South Camp, Aldershot aforesaid, Veterinary Surgeon as aforesaid.

James Alfred Harman, late of the Military Arms Tavern and Concert-hall, Lennox-row, near the Unicorn-gate, Portsea, in the parish of Portsea, in the borough of Portsmouth, in the county of Southampton, Licensed Victualler, Wine and Spirit Merchant.

Before the Judge of the County Court of Northamptonshire, holden at Northampton, on the 7th day of December, 1859, at Eleven o'Clock in the Forenoon precisely.

Richard Edwards, late of Bugbrook Mill, Bugbrook, near Weedon, Northamptonshire, Miller and Farmer, at the same time occupying land at Kishngbury, near Weedon, Northamptonshire.

Before the Judge of the County Court of Gloucestershire, holden at the Shirehall, Gloucester, on Thursday the 8th day of December, 1859, at Ten o'Clock in the Forenoon precisely.

Mary Shuard, formerly of Cullen-place, Cheltenham, Gloucestershire, and late of No. 35, Queen-street, Cheltenham aforesaid Housekeeper.

Before the Judge of the County Court of Suffolk, holden at Bury St. Edmunds, on the 10th day of December, 1859, at Ten o'Clock in the Forenoon precisely.

Thomas Chappell, late of Mildenhall, in the county of Suffolk, Plumber, Glazier, Painter, Paper Hanger, Organist, Dealer in Musical Instruments, and Teacher of Music, previously of Linton, in the county of Cambridge, Journeyman Plumber, Glazier, Painter, and Paper Hanger.

Before the Judge of the County Court of Lancashire, holden at Liverpool, on Wednesday the 21st day of December, 1859.

John Coulthart the younger, late of No. 7, Springfield, in the borough of Liverpool, in the county of Lancaster, out of business, previously of No. 5, Crosby-green, in the township of West Derby, in the county of Lancaster aforesaid, previously of No. 14, Springfield aforesaid, previously of No. 7, Springfield aforesaid, Draper, and for the first ten months thereof Draper's Traveller, previously for about four years and upwards residing at No. 346, Fourth-avenue, and having an office at No. 123, Broadway, both in the city of New York, in the United States of America, Commission Merchant.

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

INSOLVENT DEBTORS' COURT.

DIVIDENDS.

A Dividend of two shillings and eight pence three farthings in the pound is now payable to the creditors of Henry William Corben, late of Wincanton, Somersetshire, Chemist and General Dealer, No. 86,823 C.

Of four shillings and eight pence in the pound to the creditors of George Edward Clements, of No. 106, Upper-street, Islington, Middlesex, Surgeon Dentist, No. 9,794 P. Of three shillings and one penny farthing in the pound to the creditors of Thomas Anstey Mansford, late of No. 21, Henrietta-street, Bath, Somersetshire, Attorney-at-Law and Solicitor, No. 88,319 C.

Of six shillings and two pence in the pound to the creditors of John Parker, of No. 9, Walter-place, Caledonian-road, Islington, Middlesex, Cheesemonger and Pork Butcher, No. 8,990 P.

Of one shilling and two pence farthing in the pound to the creditors of Joseph Hook the Elder, late of Black Fen, Bexley, Kent, Farmer, out of business, No. 67,795 T.

Of ten pence in the pound to the creditors of Llewellyn Gunn, of No. 6, Westmoreland-place, Southampton-street, St. Giles, Camberwell, Surrey, Clerk to the Magistrates of the Lambeth Police Court, No. 9,251 P.

Apply at the Provisional Assignee's Office, No. 5, Portugal-Street, Lincoln's-Inn, London, between the hours of Eleven and Two.

NOTICE is hereby given that a meeting of the creditors of Samuel Smith Buck, formerly of Ashford, Middlesex Farm Bailiff, then of Wentworth, Egham, Surrey, Farm-Bailiff, and

next and late of High-street Egham, Surrey, out of employ an Insolvent Debtor who was on the 19th day of December, 1857, discharged from Horsemonger-lane Gaol in the county of Surrey, under and by virtue of an Act of Parliament made and passed in the 1st and 2nd years of the reign of Her Majesty Queen Victoria intituled an Act for abolishing arrest on mesne process in civil actions except in certain cases for extending the remedies of creditors against the property of debtors and for amending the law for the relief of insolvent debtors in England, will be held

on the 8th day of December next, at eleven o'clock in the forenoon at the Angel and Crown Hotel, High-street Staines Middlesex, for the purpose of assenting to or dissenting from the assignee of the said insolvent's estate compounding with any debtor or debtors to the said insolvent's estate and to his submitting to arbitration any difference or dispute between the said assignee and a certain person or persons, to be named at the said meeting for or on account or by reason of any matter, cause, or thing relating to the estate and effects of the said insolvent debtor.

All Letters must be Post-paid.

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Tuesday, November 22, 1859.

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