



The London Gazette.

Published by Authority.

FRIDAY, NOVEMBER 25, 1859.

Foreign-Office, November 24, 1859.

THE Queen has been pleased to approve of Don Carlos Ancell as Vice-Consul at St. Johns, Newfoundland, for Her Majesty the Queen of Spain.

The Queen has also been pleased to approve of M. Christian Salvesen as Vice-Consul at Leith for His Majesty the King of Hanover.

The Queen has also been pleased to approve of Baron D. Saverio Fava as Vice-Consul at Malta for His Majesty the King of the Two Sicilies.

Crown-Office, November 24, 1859.

MEMBER returned to serve in the present PARLIAMENT.

Borough of Whitby.

Harry Stephen Thompson, of Kirly Hall, in the county of York, Esq., in the room of Robert Stephenson, Esq., deceased.

(1482.)

Board of Trade, Whitehall, November 22, 1859.

THE Right Honourable the Lords of the Committee of Privy Council for Trade and Plantations have received, from the Secretary of State for Foreign Affairs, a copy of a Despatch from Her Majesty's Consul at Lisbon, reporting that the Board of Health at that capital has issued a notice declaring the port of Alicante suspected of cholera morbus.

(1483—1484.)

Board of Trade, Whitehall, November 22, 1859.

THE Right Honourable the Lords of the Committee of Privy Council for Trade and Plantations have received, from the Secretary of State for Foreign Affairs, a copy of a Despatch from Her Majesty's Consul at Lisbon, reporting that the Board of Health at that capital has notified that the Hanse Towns and the ports of Syria are considered free from infection.

(1484.)

Board of Trade, Whitehall, November 22, 1859.

THE Right Honourable the Lords of the Committee of Privy Council for Trade and Plantations have received, from the Secretary of State for Foreign Affairs, a copy of a Despatch from Her Majesty's Consul at Naples, enclosing copy of an Order of the Neapolitan Minister of Health, declaring that vessels arriving from ports of Holland, and from Algeiras and Alicante, will be subject to 10 days' rigorous quarantine for cholera, and that vessels having had sickness on board during the voyage will be refused entry.

The Neapolitan Minister of Health has also notified that vessels arriving from ports in Syria will be received in free pratique.

War-Office, Pall-Mall, 25th November, 1859.

Royal Artillery, Lieutenant-Colonel and Brevet-Colonel Frederick Marow Eardley-Wilmot, from the Supernumerary List, to be Lieutenant-Colonel. Dated 14th November, 1859.

Captain Frederick William Haultain, from the Supernumerary List, to be Captain. Dated 14th November, 1859.

Second Captain and Brevet-Lieutenant-Colonel Nathaniel Octavius Simpson Turner to be Captain. Dated 14th November, 1859.

Lieutenant Francis Towry Adeane Law to be Second Captain, vice Eden, deceased. Dated 25th September, 1859.

Lieutenant Major Francis Downes, on the Supernumerary List, to be Second Captain. Dated 14th November, 1859.

Lieutenant Francis Henry William Nisbett to be Second Captain, vice Turner. Dated 14th November, 1859.

Lieutenant Falkland George Edgeworth Warren to be Second Captain. Dated 14th November, 1859.

Lieutenant Henry Clement Swinnerton Dyer to be Second Captain. Dated 14th November, 1859.

The dates of promotion of the undermentioned Officers to be altered as follows:—

Second Captain R. Hodson, to 10th July, 1859.
Second Captain E. C. Vaughan, to 21st July, 1859.
Second Captain F. S. Maude, to 5th September, 1859.

BREVET.

Brevet-Lieutenant-Colonel George Bent, C.B., of the Royal Engineers, to be Aide-de-Camp to the Queen, with the rank of Colonel in the Army. Dated 25th October, 1859.

Admiralty, 17th November, 1859.

Corps of Royal Marines.

Gentleman Cadet John Alfred Siveny to be Second Lieutenant.

Admiralty, 21st November, 1859.

Corps of Royal Marines.

Colonel Second Commandant Alexander Anderson to be Colonel Commandant, vice Hurdle, retired.
Colonel Second Commandant John Fraser to be Colonel Commandant to Artillery Division.
Colonel Second Commandant Thomas Holloway, C.B. to be Colonel Commandant, vice Dwyer, retired.
Lieutenant-Colonel and Brevet-Colonel Thomas Lemon, C.B., to be Colonel Second Commandant, vice Holloway promoted.
Lieutenant-Colonel and Brevet-Colonel John Mitchell to be Colonel Second Commandant, vice Anderson, promoted.
Captain and Brevet-Major Thomas Dudley Fosbroke to be Lieutenant-Colonel, vice Lemon, promoted.
First Lieutenant Charles William Carrington to be Captain, vice Fosbroke, promoted.
Second Lieutenant Duncan Gordon Campbell to be First Lieutenant, vice Carrington promoted.

Admiralty, 22nd November, 1859.

Corps of Royal Marines.

First Lieutenant and Adjutant Robert William Bland Hunt to be Captain, vice H. Spratt, placed on half-pay.
Second Lieutenant Thomas Palmer Norton to be First Lieutenant, vice Hunt, promoted.
First Lieutenant Francis Lean to be Adjutant, vice Hunt.

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

1st Lancashire Artillery Volunteers.

William Richmond Brown, Gent., to be First Lieutenant. Dated 16th November, 1859.
James Clifton Brown, Gent., to be Second Lieutenant. Dated 16th November, 1859.

2nd Regiment of the Duke of Lancaster's Own Militia.

George Theophilus Robert Preston, Gent., to be Lieutenant, vice Edward Averill Lucas, who being absent without leave has been struck off the strength of the Regiment. Dated 5th November, 1859.

Commission signed by the Lord Lieutenant of the Tower Hamlets.

King's Own Light Infantry Regiment of Militia.
Herbert George Hawkes, Gent., to be Ensign, vice Marsden, promoted. Dated 19th November, 1859.

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

1st Company of Dorsetshire Volunteer Rifles.
Henry Strangways Hounsell, Gent., to be Honorary Surgeon. Dated 13th November, 1859.

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

1st Regiment of King's Own Staffordshire Militia.
Ensign Robertson Gilchrist Marshall to be Lieutenant, vice Carter, resigned. Dated 12th November, 1859.

Commission signed by the Lord Lieutenant of the City and County of the City of Edinburgh and Liberties thereof.

City of Edinburgh Rifle Volunteer Corps.
James Stewart Robertson, Gent., to be Ensign, vice Noel Paton, resigned. Dated 14th November, 1859.

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

Renfrewshire Volunteer Rifles, 6th Company.

William MacKean, Gent., to be Captain. Dated 23rd November, 1859.
Andrew Brown, Gent., to be Lieutenant. Dated 23rd November, 1859.
Archibald Coats, Gent., to be Ensign. Dated 23rd November, 1859.

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

Queen's Own Regiment of Worcestershire Yeomanry Cavalry.

Major the Right Honourable Sir John Somerset Pakington, Bart., G.C.B., M.P., to be Lieutenant-Colonel, vice the Honourable Robert Windsor Clive, deceased.

Commissions signed by the Vice-Lieutenant of the East Riding of the County of York and the Borough of Kingston-upon-Hull.

East York Volunteer Rifles.

1st Company.

Joseph Walker Pease, Esq., to be Captain. Dated 9th November, 1859.
Vincent Henry Parker, Gent., to be Ensign. Dated 9th 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.

10th Company (Huddersfield.)

Henry Frederick Beaumont, Esq., to be Captain. Dated 18th November, 1859.
Joseph Batley, junior, Gent., to be Lieutenant. Dated 18th November, 1859.
Joseph Acheson Harrison, Gent., to be Ensign. Dated 18th November, 1859.

Commission signed by the Vice-Lieutenant of the County of Lincoln.

1st Subdivision of Lincolnshire Rifle Volunteers.

William Henry Smyth, Esq., to be Lieutenant.
Dated 21st November, 1859.

William Chaplain, Gent., to be Ensign. Dated 21st November, 1859.

Royal South Lincoln Militia.

Her Majesty has been graciously pleased to accept the resignation of the Commission held by Lieutenant Robert Cecil Kearney.

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

2nd Company of Cornwall Artillery Volunteers.

Charles Wilson Riley to be Captain.
Edward Campbell to be First Lieutenant.
Joseph Grigg to be Second Lieutenant.

3rd Company of Cornwall Artillery Volunteers.

William Foulkes Essell to be Captain ;
William Thomas Sobey to be First Lieutenant ;
Richard Hicks to be Second Lieutenant ;
and not of the 2nd Company of the Cornwall Artillery Volunteers as previously Gazetted.

[The following Appointments are substituted for those which appeared in the Gazette of the 4th instant.]

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

Oxfordshire Volunteer Rifle Corps.

Joseph Henry Warner, Esq., of Balliol College, to be Captain of the 3rd Company, vice Cullen, resigned. Dated 2nd November, 1859.

William Holding, Esq., of St. John's College, to be Lieutenant of the 2nd Company, vice Warner, resigned. Dated 2nd November, 1859.

MEMORANDUM.

[The following Appointment is substituted for that which appeared in the Gazette of the 29th day of March last.]

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

Worcestershire Regiment of Militia.

Charles Broderick Garde, Gent., to be Ensign.
Dated 28th March, 1859.

Crown-Office, November 25, 1859.

Days and Places appointed for holding Special Commissions of Oyer and Terminer and Gaol Delivery.

Cheshire, Saturday, December 10, at Chester.

Derbyshire, Tuesday, December 20, at Derby.

Devonshire, Saturday, December 10, at the Castle of Exeter.

City of Exeter, the same day, at the Guildhall of the said City.

Durham, Wednesday, December 7, at the City of Durham.

Essex, Thursday, December 1, at Chelmsford.

Glamorganshire, Tuesday, December 20, at Cardiff.

Gloucestershire, Thursday, December 15, at Gloucester.

City of Gloucester, the same day, at the City of Gloucester.

Kent, Monday, December 5, at Maidstone.

Lincolnshire, Tuesday, December 13, at the Castle of Lincoln.

City of Lincoln, the same day, at the City of Lincoln.

Norfolk, Saturday, December 3, at the Castle of Norwich.

City of Norwich, the same day, at the Guildhall of the said City.

Northamptonshire, Thursday, December 8, at Northampton.

Northumberland, Monday, December 5, at the Castle of Newcastle-upon-Tyne.

Town of Newcastle-upon-Tyne, the same day, at the Guildhall of the said Town.

Nottinghamshire, Friday, December 16, at Nottingham.

Town of Nottingham, the same day, at the Town of Nottingham.

Southampton, Saturday, December 3, at the Castle of Winchester.

Staffordshire, Saturday, December 3, at Stafford.

Warwickshire, Thursday, December 15, at Warwick.

Worcestershire, Monday, December 12, at Worcester.

City of Worcester, the same day, at the City of Worcester.

Yorkshire, Saturday, December 3, at the Castle of York.

City of York, the same day, at the Guildhall of the said City.

India Office, November 22, 1859.

NOTICE is hereby given, that the next Examination of Candidates for the appointment of Assistant-Surgeon in Her Majesty's Indian Military Forces will be held in this Office, on Monday the 12th of December, 1859, and succeeding days; and that the probable number of vacancies to be then filled up, will be twenty-five (25).

NOTICE.

*India-Office, E. C.,
November 24, 1859.*

THE first Competitive Examination of Candidates for admission in the Royal Indian Military College at Addiscombe, under the 34th Clause of the Act 21 and 22 Vict., cap. 106, will be held at the Royal Hospital, Chelsea, on the 16th of January, 1860, and following days.

The number of appointments to be competed for is thirty.

Regulations for the Admission of Gentlemen Cadets to the Royal Indian Military College at Addiscombe.

N.B.—All Candidates for Commissions in Her Majesty's Indian Artillery and Engineers, are required to go through a course of instruction at the Royal Indian Military College, at Addiscombe.

I. Competitive examinations for admission will be held twice a year, in January and July. They are conducted by Examiners appointed for the purpose, in the presence and under the superintendence of the Council of Military Education.

II. The age of admission is to be from 17 to 19 years.

III. The admissions will be determined by the result of a competitive examination, the subjects of which will be as follows; viz.:—

1. Mathematics :	Marks.
Pure — Arithmetic, Logarithms, Algebra, Geometry, Trigonometry, Conic Sections	2,000
Mixed—Statics, Dynamics, Hydrostatics	1,500
	3,500
2. English Language, Literature, Composition, History, and Geography...	1,500
3. Classics :	
Language, Literature, Geography, and History of Ancient Rome	750
Ditto of Ancient Greece...	500
	1,250
4. Languages, Geography, and History of France	750
5. Languages, Geography, and History of India	1,000
6. Experimental Sciences; <i>i. e.</i> Chemistry, Heat, Electricity, including Magnetism, Natural Sciences, Mineralogy, and Geology	1,000
7. The use of Astronomical and Surveying Instruments	750
8. Drawing — Elementary Geometrical Drawing (including the use of drawing instruments), and Architectural Engineering, Military, and Landscape Drawing	1,250

IV. No Candidate will be allowed to be examined in more than five subjects, of which one must be Mathematics; and no one who does not obtain at least 1,000 marks in Mathematics, of which at least 700 must be in pure Mathematics, and at least 300 in mixed Mathematics, will be considered qualified.

From the other subjects of examination each Candidate may select any, not exceeding four in number, in which to be examined, but no one will be allowed to count the marks gained in any subject unless these marks shall amount to one-sixth of the total number allotted to that subject.

Any Candidate who shall not select French and Geometrical Drawing, as subjects of examination, will be required to satisfy the Examiners that he has such knowledge at least of the elements of those two subjects as shall afford reasonable expectation that he will perfect himself in both during his residence in the College.

V. No Candidate will be considered qualified unless he attains an aggregate of 2,500 marks at least.

The following papers will be required to be transmitted by each Candidate to the Under Secretary of State for India one month previous to the date fixed for each examination.

1. An application for permission to compete.
2. An extract from the register of his baptism, or in default of that, a certificate verified by affidavit.
3. A certificate of good moral character, signed by the clergyman of the parish to which he belongs, and by the tutor or head of the school or college at which he has received his education, for at least two years, or such other proof of good moral character as will be satisfactory to the Secretary of State for India.
4. A statement of subjects of examination, in which (in addition to Mathematics) he may desire to be examined.

VI. No person who has been dismissed or obliged to retire from the Army or Navy, the Royal Military College at Sandhurst, the Royal Military Academy at Woolwich, or from any other public institution, will be appointed to the College.

VII. Gentlemen who may be attending the junior division of the College at Addiscombe, will be required to submit only the first and fourth of the papers above specified.

The Candidates will be inspected by Military Surgeons on the first day of the examination, that it may be ascertained that they are free from any bodily defects or ailments calculated to interfere with the performance of military duties.

Extreme short sight, or any serious defect of vision, is regarded as a disqualification.

VIII. The period of study at the College will be one year, at the expiration of which the Cadets will be publicly examined and posted to the Engineers or Artillery, in the order of their merit, as declared by the Public Examiners, and according to the wants of the Service.

IX. The parents or guardians of the Gentleman Cadet are required to pay £50 per term in advance towards defraying the expense of his board, lodging, and education; also an entrance subscription of £2 2s. to the Public Library.

They are also required to pay the cost of his uniform clothing, averaging £15 5s. 6d. per annum, and of the books required for his use; also pocket-money at the authorized rates, viz., 2s. 6d. a week, with 1s. additional to Censors, and 2s. 6d. additional to Sub-Officers.

X. Every Candidate must deliver the names and addresses of two persons residing in London, or its vicinity, who engage to receive him on application to that effect by the Lieutenant-Governor of the College.

XI. A Cadet is chargeable with the full payment for a half-year, however short a portion of it he may be in actual residence.

A Cadet resigning or being dismissed during a term, cannot lay claim to a return of a portion of the payment.

Cadets are chargeable for loss, damage, and destruction of books and other property.

No portion of their pocket-money may be paid in advance to the Cadets.

No person belonging to the College may take charge of money for the private use of the Cadets.

XII. Previous to the Cadet's admission into the College, his parent or friends are required to furnish him with the following articles (to be repaired, or, if necessary, renewed by the parents or friends in the vacation), viz.:—

Twelve shirts, including three nightshirts,

Twelve pairs of stockings,

Six towels,

Eight pocket handkerchiefs,

Two pairs of strong half-boots,

Two combs and a brush,

A tooth-brush,

A bible and prayer-book,

One pair of white trousers,

A flannel jacket and pair of flannel trowsers to

be worn when playing at football or cricket,

Case of mathematical instruments and box of

scales of an approved pattern. To be seen

at Messrs. Troughton and Simms, 138, Fleet-

street; at Messrs. Reeves, 113, Cheapside;

and at Mr. Elliot's, 56, Strand.

Each article of dress must be marked with the owner's name in full.

XIII. Engineer Cadets will go through a further course of training at Chatham for one year, as Commissioned Officers on full pay. Artillery

Cadets will undergo a professional training at Woolwich for six months as Commissioned Officers on full pay.

XIV. A Cadet of the Senior Department, who, after a year's residence at the College, shall be reported by the Public Examiners to be not qualified for a commission in the Engineers or Artillery, in Mathematics, Fortification, Civil and Military Drawing, Surveying, and Hindustani, will forfeit his appointment. Also in case of misconduct a Cadet will be liable to dismissal on the judgment of the Secretary of State for India in Council.

XV. Cadets of the Senior Department will be allowed to count as service for full-pay pension a portion not exceeding eighteen months of the time which they may have spent under official instruction in England. Their commissions as lieutenants will bear the date of their last public examination.

XVI. Young officers appointed to the Artillery or Engineers will be required to proceed *en route* to India within three months of the completion, by them, of the prescribed course of professional instruction at Chatham or Woolwich.

Note.—The Secretary of State for India in Council has determined to allow the sum of £100 to each Cadet who may obtain a commission in the Engineers or Artillery after a residence of two terms at the Addiscombe College, in aid of the expenses of his education and residence at that institution.

W. E. BAKER, Colonel,
Military Secretary.

India Office, November 24, 1859.

Somerset House, London, November 23, 1859.

NOTICE.—By order of the Commissioners of Inland Revenue, the place for the receipt of Corn Returns at Daventry, in Coventry Collection, will, in future, be at No. 4, Market-place, Daventry.

Thos. Dobson, Assistant Secretary.

THE AVERAGE PRICE OF BROWN OR MUSCOVADO SUGAR,

The Produce of the British Possessions in AMERICA, Computed from the RETURNS made in the Week ending the 22nd day of November, 1859.

Is Twenty-Four Shillings and One Penny per Hundred Weight;

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

THE AVERAGE PRICE OF BROWN OR MUSCOVADO SUGAR,

The Produce of the MAURITIUS, Computed as above and Exclusive of Duty,

Is Seventeen Shillings and Six Pence per Hundred Weight.

No Return has been made of the Sale of BROWN OR MUSCOVADO SUGAR, the Produce of the EAST INDIES, in the Week ending as above.

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

Computed as above, and Exclusive of Duty,

Is Twenty-Four Shillings per Hundred Weight.

By Authority of Parliament,

WILLIAM RICE,
Clerk of the Grocers' Company

Grocers'-Hall, November 25, 1859.

Preston Union.

NOTICE is hereby given, that a separate building, named the Independent Chapel, situate in Grimshaw-street, Preston, in the county of Lancaster, and district of Preston, being a building certified according to law as a place of religious worship, was, on the 17th of November, 1859, duly registered for solemnizing marriages therein pursuant to the Act 6th and 7th Wm. IV., cap. 85.

Witness my hand this 21st of November, 1859.

Jos. Thackeray, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named the Old Market-street, Wesleyan Chapel, situate in the Old Market-street, in the parish of St. Philip Within, in the city and county of Bristol, in the district of Bristol, being a building certified according to law as a place of religious worship, was, on the 18th day of November, 1859, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. IV., cap. 85.

Witness my hand this 22nd day of November, 1859.

Thomas Field Gilbert, Superintendent Registrar of the Bristol District.

NOTICE is hereby given, that a separate building, named the Denbigh-road Wesleyan Methodist Chapel, situate at Denbigh-road, Westbourne-grove West, in the parish of Kensington, in the county of Middlesex, in the Kensington District, being a building certified according to law as a place of religious worship, was, on Saturday the 19th day of November, 1859, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. IV., cap. 85.

Witness my hand this 22nd day of November, 1859.

Samuel Cornell, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named Fletcher-street Chapel, situate at Fletcher-street, in Great Bolton, in the parish of Bolton-le-Moors, in the county of Lancaster, in the district of Bolton, being a building certified according to law as a place of religious worship, was, on the 11th day of November, 1859, duly registered for solemnizing marriages therein, pursuant to the Act of the 6th and 7th William IV., cap. 85.

John Woodhouse, Superintendent Registrar.

Sovereign Life Assurance Company.

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to enable the Sovereign Life Assurance Company to sue, and be sued, in the name of their Secretary, for the time being, and to hold and transfer property heritable and movable, real and personal, in the name of the said Company, or in the name of certain members, or copartners, or officer or officers of the said Company, to alter and amend certain provisions of the Deed of Settlement, and the rules and regulations, laws and bye-laws of the said Company, and so far as necessary to confirm the same, and also to confirm, or obtain the means of confirming any acts or proceedings of the said Company which may not be within or according to the provisions of their Deed of Settlement, and to confer on the said Company, and the directors or other officers thereof, further and other powers, rights and privileges.

Davies, Son, Campbell, and Reeves, Solicitors for the Company, 17, Warwick-street, Regent-street.

SUPPLEMENT TO

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

The under-mentioned Parties having omitted to transmit their Accounts in proper time to be inserted in the Gazette of Tuesday the 22nd day of November, 1859.

Name, Title, and Principal Place of Issue.		Average Amount.
North Wilts Banking Company ...	Melksham ...	£ 44,362

W. W. DALBIAC, Registrar of Bank Returns.

Inland Revenue, Somerset House, November 24, 1859.

BANK OF ENGLAND.

AN ACCOUNT, pursuant to the Act 7th and 8th Victoria, cap. 32, for the Week ending on Wednesday the 23rd day of November, 1859.

ISSUE DEPARTMENT.

		£			£
Notes issued	...	30,805,080	Government Debt	...	11,015,100
			Other Securities	...	3,459,900
			Gold Coin and Bullion	...	16,330,080
			Silver Bullion	...	—
		<u>£30,805,080</u>			<u>£30,805,080</u>

Dated the 24th day of November, 1859.

M. Marshall, Chief Cashier.

BANKING DEPARTMENT.

		£			£
Proprietors' Capital	...	14,553,000	Government Securities (including	...	10,925,157
Rest	...	3,185,972	Dead Weight Annuity)	...	19,058,503
Public Deposits (including Ex-	...		Other Securities	...	9,640,125
chequer, Savings' Banks, Com-	...		Notes	...	655,584
missioners of National Debt, and	...		Gold and Silver Coin	...	
Dividend Accounts)	...	8,062,071			
Other Deposits	...	13,662,550			
Seven day and other Bills	...	815,776			
		<u>£40,279,369</u>			<u>£40,279,369</u>

Dated the 24th day of November, 1859.

M. Marshall, Chief Cashier.

AN ACCOUNT of the LIABILITIES and ASSETS of the UNITY JOINT STOCK MUTUAL BANKING ASSOCIATION, on Monday the 31st of October, 1859, published pursuant to the Act to regulate Joint Stock Banks in England.

Liabilities.			Assets.		
	£	s. d.		£	s. d.
To Amount of Paid up Capital	176,795	0 0	By Cash in Hand, Bills dis-		
To Amount due on current and			counted, Loans to Customers,		
other Accounts	161,076	15 2	Investments in Bank Pre-		
			mises, &c., &c.	337,871	15 2
	<u>£337,871</u>	<u>15 2</u>		<u>£337,871</u>	<u>15 2</u>

10, Cannon-street, London,
21st November, 1859.

Jos. W. Terry, General Manager.

AN ACCOUNT of the Importations and Exportations of Bullion and Specie registered in the Week ended 23rd November, 1859.

Countries from which Imported.	Imported into the United Kingdom.					
	GOLD.			SILVER.		
	Coin.	Bullion.	Total.	Coin.	Bullion.	Total.
	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.
Hansetowns ... ..	...	...	...	...	58,400	58,400
Belgium ... ..	...	...	...	...	28,000	28,000
France	700	...	700	10,480	32,000	42,480
Portugal and Spain... ..	305	...	305	94,820	160	94,980
Morocco ... ..	...	...	...	2,150	...	2,150
Australia	8,738	...	8,738	...	...	...
British North America ... ..	...	...	...	3,840	...	3,840
United States	10,250	5,100	15,350	59,120	...	59,120
Other Countries	1,044	...	1,044	...	...	...
...
...
...
...
Aggregate of the Importations registered in the Week ... }	21,037	5,100	26,137	170,410	118,560	288,970
Approximate Value of the said Importations computed at the rates specified below ... }	£ 81,845	£ 17,850	£ 99,695	£ 43,691	£ 32,851	£ 76,542
Rates of Valuation, per ounce	£ s. d. { 3 16 6 } { 3 17 10½ }	£ s. d. { 3 10 0 }	...	s. d. { 5 0 } { 5 2 }	s. d. { 5 6½ }	...

Countries to which Exported.	Exported from the United Kingdom.							
	GOLD.				SILVER.			
	Coin.		Bullion.	Total.	Coin.		Bullion.	Total.
	British.	Foreign.			British.	Foreign.		
Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	
France ... ..	...	15,160	12,000	27,160	...	286,800	...	286,800
Portugal	16,250	...	...	16,250	...	...	...	...
Spain ... ..	...	...	2,620	2,620	...	...	...	...
Gibráitar ... ..	...	...	6,200	6,200	...	...	...	...
Egypt	1,447	250	...	1,697	...	246,196	176,000	200,6196
Honduras	1,250	...	...	1,250	...	...	...	...
...
...
...
...
Aggregate of the Exportations registered in the Week ... }	18,947	15,410	20,820	55,177	...	532,996	176,000	229,2996
Approximate Value of the said Exportations computed at the rates specified below ... }	£ 73,775	£ 59,457	£ 72,870	£ 206,102	...	£ 136,580	£ 487,667	£ 624,247
Rates of Valuation, per ounce	£ s. d. { 3 17 10½ }	£ s. d. { 5 17 2 }	£ s. d. { 3 10 0 }	...	...	s. d. { 5 1½ }	s. d. { 5 6½ }	...

Office of the Inspector-General of Imports and Exports, Custom House, London, 24th November, 1859.

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

Received in the Week ended
November 19, 1859.

MARKETS.	WHEAT.			BARLEY.			OATS.			RYE.			BEANS.			PEAS.									
	Quantities.	Price.			Quantities.	Price.			Quantities.	Price.			Quantities.	Price.			Quantities.	Price.							
	Qrs. Bs.	£	s.	d.	Qrs. Bs.	£	s.	d.	Qrs. Bs.	£	s.	d.	Qrs. Bs.	£	s.	d.	Qrs. Bs.	£	s.	d.					
Newbury	1835	0	4077	15 6	1082	0	1936	3 6	40	0	37	16 0	—	—	—	—	24	4	52	0 0	22	4	44	15 0	
Wallingford	—	—	—	—	95	0	197	17 6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Guildford	741	4	1778	9 3	130	4	252	14 0	—	—	—	—	—	—	—	—	—	—	—	—	—	10	0	18	10 0
Croydon	142	4	316	17 0	20	4	38	19 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Kingston	169	4	390	14 0	167	7	329	5 9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Dorking	130	0	286	1 0	102	4	207	12 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Maidstone	995	0	2120	14 6	133	0	267	16 0	60	0	66	12 0	—	—	—	—	169	0	344	19 0	41	0	72	16 0	
Canterbury	999	0	2193	6 6	594	0	1153	19 0	144	0	176	9 6	—	—	—	—	134	0	267	1 0	108	0	195	4 0	
Dartford	226	0	481	12 0	47	0	98	12 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Chatham & Rochester...	20	0	38	0 0	46	5	76	3 0	23	4	23	11 0	—	—	—	—	—	—	—	—	—	—	—	—	
Dover	113	4	208	13 0	—	—	—	—	—	—	—	—	—	—	—	—	10	0	17	0 0	—	—	—	—	
Gravesend	54	0	105	8 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Ashford	3	0	5	11 0	100	0	150	0 0	75	0	81	7 6	—	—	—	—	9	0	15	11 0	109	0	181	1 6	
Chichester	211	4	470	3 0	361	4	755	4 6	43	0	48	11 0	—	—	—	—	25	0	48	15 0	—	—	—	—	
Lewes ..	340	0	757	3 0	—	—	—	—	73	4	82	9 6	—	—	—	—	37	4	73	7 6	20	0	35	0 0	
Rye	None	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Brighton	163	0	349	14 0	209	4	373	7 0	55	0	59	17 6	—	—	—	—	3	0	5	17 0	—	—	—	—	
East Grinstead	165	0	341	4 0	2	0	2	18 0	—	—	—	—	—	—	—	—	7	0	14	0 0	—	—	—	—	
Battle	148	0	306	3 0	—	—	—	—	55	0	58	0 0	—	—	—	—	—	—	—	—	—	—	—	—	
Arundel ..	None	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Hastings	242	0	488	7 6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Midhurst	15	0	30	10 0	50	0	95	10 0	—	—	—	—	—	—	—	—	—	—	—	—	—	12	4	23	15 0
Shoreham	None	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Winchester	678	0	1516	18 9	288	0	537	7 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Andover	571	0	1298	15 0	222	0	359	4 0	70	0	79	0 0	—	—	—	—	—	—	—	—	—	—	—	—	
Basingstoke	1033	4	2319	14 0	216	4	351	18 3	100	0	97	16 0	—	—	—	—	25	4	51	15 6	—	—	—	—	
Fareham ..	None	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Havant	—	—	—	—	15	0	30	15 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Newport	163	4	345	2 6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Ringwood	148	4	323	10 6	179	0	340	3 6	—	—	—	—	—	—	—	—	—	—	—	—	—	10	4	21	0 0
Southampton	—	—	—	—	393	0	798	17 6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Portsmouth	—	—	—	—	60	0	129	0 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Ch. Istchurch	None	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Blandford	557	0	1181	9 0	149	0	2055	16 11	120	0	143	0 0	—	—	—	—	28	0	66	7 0	—	—	—	—	
Bridport	224	0	497	10 0	63	0	110	5 0	—	—	—	—	—	—	—	—	3	4	7	14 0	—	—	—	—	
Dorchester	396	0	851	7 0	174	0	290	19 0	—	—	—	—	—	—	—	—	8	0	17	4 0	—	—	—	—	
Sherborne	—	—	—	—	6	0	9	18 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Shaftesbury	114	0	235	10 0	29	0	44	17 0	40	0	43	10 0	—	—	—	—	30	0	70	0 0	—	—	—	—	

Received in the Week ended
November 19, 1859.

MARKETS.	WHEAT.			BARLEY.			OATS.			RYE.			BEANS.			PEAS.					
	Quantities.	Price.			Quantities.	Price.			Quantities.	Price.			Quantities.	Price.			Quantities.	Price.			
	Qrs. Bs.	£.	s.	d.	Qrs. Bs.	£.	s.	d.	Qrs. Bs.	£.	s.	d.	Qrs. Bs.	£.	s.	d.	Qrs. Bs.	£.	s.	d.	
Tetbury	60	0	125	0	0	13	0	22	15	0	—	—	—	—	—	—	—	—	—	—	
Stow-on-the-Wold	135	0	281	10	0	20	0	34	0	0	—	—	—	—	—	—	—	—	—	—	
Tewkesbury	452	0	976	9	4	—	—	—	—	—	—	—	—	—	—	—	98	6	216	13	4
Cheltenham	70	1	150	19	8	187	0	341	19	11	—	—	—	—	—	—	25	0	52	0	0
Dursley	—	—	—	—	—	54	0	93	16	0	—	—	—	—	—	—	—	—	—	—	
Northleach	10	0	22	0	0	40	0	80	0	0	—	—	—	—	—	—	—	—	—	—	
Stroud	236	4	523	11	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Hereford	None		Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Leominster	37	0	83	4	0	36	3	65	1	3	6	2	7	5	0	—	2	2	4	5	0
Kington	None		Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worcester	350	1	744	2	8	—	—	—	—	—	—	—	—	—	—	—	34	7	83	7	6
Bromsgrove	322	0	690	7	2	27	6	49	9	3	—	—	—	—	—	—	3	6	7	10	0
Kidderminster	361	3	769	5	9	62	4	111	13	4	—	—	—	—	—	—	—	—	—	—	
Stourbridge	56	2	123	10	10	189	6	338	19	4	12	4	17	10	0	—	22	0	49	0	0
Evesham	None		Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Shrewsbury	352	4	740	8	0	467	2	777	8	0	—	—	—	—	—	—	14	2	28	0	0
Ludlow	None		Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Newport	—	—	—	—	—	24	3	38	7	6	—	—	—	—	—	—	—	—	—	—	
Oswestry	344	3	762	13	3	227	2	358	16	3	—	—	—	—	—	—	—	—	—	—	
Wellington	—	—	—	—	—	225	3	367	10	0	—	—	—	—	—	—	—	—	—	—	
Wenlock	137	2	290	16	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Whitchurch	52	5	113	19	0	17	7	29	10	0	—	—	—	—	—	—	—	—	—	—	
Market Drayton ..	None		Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Stafford	369	4	836	19	9	280	6	481	11	4	10	2	12	0	0	—	21	5	56	7	3
Burton-on-Trent	49	0	106	14	0	914	0	1752	15	0	—	—	—	—	—	—	—	—	—	—	
Lichfield ..	27	0	61	10	0	136	1	249	0	3	—	—	—	—	—	—	—	—	—	—	
Newcastle-under-Lyne	—	—	—	—	—	208	1	381	11	4	19	4	27	6	0	—	10	0	20	0	0
Stone	108	2	238	17	9	37	0	63	6	8	—	—	—	—	—	—	—	—	—	—	
Uttoxeter	78	6	172	9	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Walsall	259	0	592	15	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Wolverhampton	1001	0	2138	2	6	874	0	1468	9	2	—	—	—	—	—	—	50	0	101	13	4
Chester	417	6	906	11	0	—	—	—	—	—	135	2	139	10	4	—	167	5	343	18	7
Nantwich	204	0	420	4	2	24	6	43	0	0	—	—	—	—	—	—	—	—	—	—	
Middlewich	73	0	147	4	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Four-Lane-Ends	None		Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Congleton	15	5	32	10	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Macclesfield	—	—	—	—	—	60	0	124	10	0	—	—	—	—	—	—	—	—	—	—	
Stockport ..	None		Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	

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Received

WHEAT.	Quantities.		Price.		BARLEY.	Quantities.		Price.		OATS.	Quantities.		Price.		RYE.	Quantities.		Price.		BEANS.	Quantities.		Price.		PEAS.	Quantities.		Price.				
	Qrs.	Bs.	£	s. d.		Qrs.	Bs.	£	s. d.		Qrs.	Bs.	£	s. d.		Qrs.	Bs.	£	s. d.		Qrs.	Bs.	£	s. d.		Qrs.	Bs.	£	s. d.	Qrs.	Bs.	£	s. d.
Derby	491	0	1109	15 6		293	0	547	1 0		105	0	132	15 6		18	0	46	10 0		25	4	55	16 6								
Chesterfield	222	6	540	19 0		390	0	691	15 9		41	0	51	10 6		47	4	110	10 0		15	0	31	0 0								
Coventry	771	4	1690	6 0		349	0	644	2 3		9	0	104	5 0		76	1	177	13 0		14	2	26	12 0								
Birmingham	2833	6	6364	6 4		809	0	1579	4 6		50	0	74	5 0		43	5	94	5 10		41	2	98	5 10								
Stratford-on-Avon	1357	6	2953	8 4		691	0	1230	8 6		10	0	14	10 0		88	0	196	2 0		107	0	109	10 0								
Leicester	1760	0	3778	4 6		850	0	1452	18 6		197	0	220	10 6		107	0	224	7 0													
Loughborough	313	0	687	14 0		195	0	352	11 6		20	0	25	5 0																		
Hinckley	136	0	291	10 8		20	0	29	0 0																							
Lutterworth	153	0	322	14 0		58	0	93	16 0																							
Northampton	1751	0	3685	11 6		1229	0	2237	3 0		100	0	118	0 0		122	0	251	0 0		20	0	40	0 0								
Peterborough	2983	6	5722	6 4		555	0	958	5 9		435	0	377	8 0		348	4	674	0 0		82	0	151	14 0								
Daventry	None		Sold.																													
Wellingborough	316	0	658	5 0		127	0	221	1 0		10	0	13	0 0		40	0	77	0 0		40	0	77	0 0								
Kettering	None		Sold.																													
Oakham						96	4	202	13 0																							
Bedford	867	2	1871	19 6		375	0	690	13 3							12	4	22	10 0													
Leighton Buzzard	185	0	394	14 6		184	0	344	13 0																							
Luton	40	0	83	17 6		102	4	164	11 6																							
Huntingdon	603	0	1206	3 9		177	2	324	5 0																							
St. Ives	1571	5	3091	17 7		169	0	295	1 6		20	0	18	0 0																		
Cambridge	1382	4	2872	17 1		1768	0	3073	15 1																							
Ely	1590	0	3156	15 6		52	0	94	10 0		75	0	81	17 6																		
Wisbeach	3669	0	7428	8 2		132	0	169	4 6		639	0	596	8 8																		
Newmarket	106	0	218	15 0		528	0	862	4 3																							
Ipawich	1558	1	3314	10 5		1896	7	2746	5 11																							
Woodbridge	684	4	1476	11 6		731	4	1305	10 0																							
Sudbury	1485	5	3015	12 4		858	0	1331	19 6																							
Hadleigh	1063	4	2278	7 2		452	0	653	11 2		12	4	12	16 3																		
Stowmarket	256	0	520	1 4		1716	0	1155	16 3																							
Bury St. Edmunds	1329	1	2738	5 0		1907	7	3338	16 6		60	0	60	10 0																		
Beccles	440	0	940	14 9		424	0	819	10 0																							
Bungay	318	5	689	2 1		954	1	1852	0 3																							
Lowestoft	None		Sold.																													
Norwich	2196	7	4683	13 0		6921	5	13917	13 11		15	0	19	2 6																		
Yarmouth	770	0	1614	5 10		925	5	1764	5 4		15	0	18	15 0																		
Lynn	1958	5	4101	7 4		1956	3	3919	19 7		40	0	41	7 6																		
Thetford																																

ended
1859.

MARKETS

Received in the Week ended
November 19, 1859.

MARKETS.	WHEAT.			BARLEY.			OATS.			RYE.			BEANS.			PEAS.		
	Quantities.		Price.	Quantities.		Price.	Quantities.		Price.	Quantities.		Price.	Quantities.		Price.	Quantities.		Price.
	Qrs.	Bs.	£. s. d.	Qrs.	Bs.	£. s. d.	Qrs.	Bs.	£. s. d.	Qrs.	Bs.	£. s. d.	Qrs.	Bs.	£. s. d.	Qrs.	Bs.	£. s. d.
Watton	17	4	37 5 0	174	0	322 17 0	20	0	21 2 6	—	—	—	5	0	10 0 0	—	—	—
Diss	536	4	1116 2 0	549	7	1020 7 9	—	—	—	—	—	—	14	4	25 10 0	—	—	—
East Dereham	327	4	673 15 0	1138	4	2224 0 9	—	—	—	—	—	—	—	—	—	—	—	—
Harleston	498	1	1098 12 3	730	4	1296 3 5	5	0	6 0 0	—	—	—	4	0	7 4 0	8	0	15 16 0
Holt	110	3	226 10 9	138	4	195 0 0	2	0	1 16 0	—	—	—	—	—	—	—	—	—
Aylesham	37	6	79 13 0	80	4	134 4 6	—	—	—	—	—	—	—	—	—	—	—	—
Fakenham	786	6	1651 10 7	1706	0	2891 14 10	65	0	64 10 0	—	—	—	25	0	46 5 0	—	—	—
Northwalsham	467	5	936 10 0	495	5	874 14 0	76	0	97 6 6	—	—	—	—	—	—	—	—	—
Swaffham	—	—	—	196	6	438 13 6	—	—	—	12	4	17 10 0	—	—	—	—	—	—
Lincoln	6078	0	13850 9 0	1855	0	3426 6 0	50	0	52 6 3	—	—	—	93	0	199 0 6	11	0	23 7 6
Gainsborough	1009	4	2224 0 0	183	0	313 3 0	20	0	25 0 0	—	—	—	6	0	12 12 0	—	—	—
Glanfordbridge	1684	0	3696 17 0	1556	0	2778 2 0	22	0	19 12 0	—	—	—	—	—	—	—	—	—
Louth	1305	4	2743 0 6	624	4	943 3 0	201	0	18i 3 0	—	—	—	22	0	44 16 0	—	—	—
Boston	4813	4	10121 17 3	92	0	126 5 0	561	0	594 19 6	—	—	—	423	0	907 1 0	968	0	1960 17 6
Sleaford	1273	0	2714 9 3	38	0	48 14 0	—	—	—	—	—	—	—	—	—	—	—	—
Stamford	1183	0	2470 5 6	1230	0	2222 17 6	100	0	109 5 0	—	—	—	11	0	24 15 0	—	—	—
Spalding	2520	0	4986 12 9	—	—	—	212	0	200 4 6	—	—	—	20	0	46 0 0	—	—	—
Barton-on-Humber	—	—	—	80	0	148 0 0	—	—	—	—	—	—	—	—	—	—	—	—
Bourne	246	0	466 8 0	—	—	—	395	0	399 12 6	—	—	—	24	0	48 0 0	20	0	34 0 0
Grantham	1053	4	2209 4 6	1448	0	2624 5 0	29	0	35 14 6	—	—	—	39	0	92 7 6	72	0	135 12 0
Grimsby	None	—	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Horncastle	1256	0	2741 15 6	559	0	1411 1 0	100	0	92 10 0	—	—	—	5	0	11 0 0	10	0	20 10 0
Market Raisin	294	0	664 14 6	270	0	448 9 0	—	—	—	1	0	1 10 0	5	0	10 0 0	—	—	—
Caistor	33	0	70 1 0	43	4	62 8 0	—	—	—	5	0	7 10 0	—	—	—	—	—	—
Alford	349	0	718 17 6	196	0	257 1 6	58	0	53 19 0	—	—	—	18	0	35 2 0	4	0	8 4 0
Holbech ..	524	0	1109 17 6	—	—	—	20	0	19 0 0	—	—	—	—	—	—	56	0	102 5 0
Long Sutton	192	0	379 15 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Nottingham	1002	0	2226 1 0	308	0	516 13 0	49	0	56 6 3	—	—	—	54	0	111 4 0	15	0	33 15 0
Newark	1167	0	2700 6 10	1218	0	2279 11 0	130	0	142 15 0	—	—	—	—	—	—	15	0	27 0 0
Mansfield	90	6	208 12 0	188	0	329 7 0	30	0	36 15 0	10	0	16 5 0	10	0	25 0 0	—	—	—
Retford	119	2	288 2 6	410	0	880 19 7	—	—	—	—	—	—	—	—	—	—	—	—
York	665	0	1484 14 11	851	6	1516 10 6	95	0	100 11 0	6	0	9 9 0	15	0	36 0 0	—	—	—
Leeds	3669	3	8319 15 11	4038	1	7536 6 10	378	4	450 1 4	—	—	—	209	0	459 4 6	24	0	42 17 0
Wakefield	4618	4	10320 2 5	1470	7	2849 0 3	—	—	—	—	—	—	79	5	172 19 11	—	—	—
Bridlington	322	0	677 19 0	20	0	29 0 0	80	0	79 3 4	—	—	—	—	—	—	—	—	—
Beverley ..	272	6	601 7 9	128	0	225 14 0	—	—	—	—	—	—	—	—	—	—	—	—
Howden	496	0	1095 6 0	103	0	186 3 4	54	0	58 16 8	—	—	—	14	0	33 14 8	—	—	—
Sheffield	227	5	543 13 6	—	—	—	45	0	59 5 0	—	—	—	—	—	—	—	—	—

Received in the Week ended
November 19, 1859.

MARKETS.	WHEAT			BARLEY.			OATS.			RYE.			BEANS.			PEAS.										
	Quantities.		Price.	Quantities.		Price.	Quantities.		Price.	Quantities.		Price.	Quantities.		Price.	Quantities.		Price.								
	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	
Hull	666	5	1453	6	10	156	4	281	0	6	50	0	53	0	0	—	—	—	—	—	—	—	—	—	—	—
Whitby	108	5	215	4	3	5	1	7	13	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
New Malton.....	697	5	1387	17	4	644	0	1042	0	0	33	4	34	7	0	—	—	—	—	—	—	—	—	—	—	—
Barnsley	211	4	501	6	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bedale	92	4	213	1	6	389	0	752	15	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bradford	None		Sold.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Doncaster.....	1118	6	2574	12	11	403	0	721	3	3	11	0	10	6	0	10	0	15	15	0	7	1	14	12	6	—
Knaresborough	60	0	135	6	0	122	0	236	9	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Pickering	239	1	497	8	0	116	1	185	12	0	16	6	16	8	0	—	—	—	—	—	—	—	—	—	—	—
Richmond	110	6	264	11	0	22	4	37	2	6	16	1	23	7	7	12	0	16	16	0	—	—	—	—	—	—
Ripon	144	6	327	19	9	408	0	774	4	9	23	0	26	9	0	—	—	—	—	—	—	—	—	—	—	—
Selby	11	5	28	4	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Skipton	None		Sold.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Thirsk	124	4	285	0	6	192	6	365	3	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Rotherham	176	1	405	10	2	219	6	435	7	10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Otley	9	0	20	14	0	15	0	27	0	0	16	0	20	3	0	—	—	—	—	—	—	—	—	—	—	—
Thorne	None		Sold.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Liverpool.....	424	5	924	5	4	41	3	58	6	8	375	2	408	12	6	—	—	—	—	—	—	—	—	—	—	—
Ulverstone	22	4	56	6	6	—	—	—	—	—	19	4	27	8	0	—	—	—	—	—	—	—	—	—	—	—
Lancaster	42	7	110	12	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Preston	80	4	188	18	3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wigan	None		Sold.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Warrington	280	0	617	3	4	167	0	300	12	0	39	0	41	15	3	—	—	—	—	—	—	—	—	—	—	—
Manchester	589	4	1409	17	9	—	—	—	—	—	454	7	585	13	0	—	—	—	—	—	—	—	—	—	—	—
Bolton	None		Sold.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Blackburn	None		Sold.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bury	No		Return.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bochdale	—	—	—	—	—	—	—	—	—	—	25	2	30	7	6	—	—	—	—	—	—	—	—	—	—	—
Appleby	15	2	40	18	5	3	6	6	12	6	31	4	41	4	3	—	—	—	—	—	—	—	—	—	—	—
Kendal	10	1	26	5	0	—	—	—	—	—	54	1	68	13	2	—	—	—	—	—	—	—	—	—	—	—
Carlisle	414	1	1025	6	0	29	2	53	14	3	77	4	116	3	11	—	—	—	—	—	—	—	—	—	—	—
Whitehaven.....	None		Sold.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cockermouth	46	2	120	14	0	163	4	292	16	0	16	4	21	0	3	—	—	—	—	—	—	—	—	—	—	—
Penrith	163	4	426	7	6	31	4	53	17	6	77	4	103	14	0	—	—	—	—	—	—	—	—	—	—	—
Egremont.....	37	7	93	5	4	3	0	4	11	3	19	3	24	6	0	—	—	—	—	—	—	—	—	—	—	—
Wigton	220	7	535	5	9	46	1	80	18	3	44	5	57	5	6	5	5	10	5	0	—	—	—	—	—	—
Maryport.....	34	4	90	16	9	3	6	6	0	0	16	7	20	17	6	—	—	—	—	—	—	—	—	—	—	—
Workington	None		Sold.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Received in the Week ended November 19, 1859.	WHEAT.						BARLEY.						OATS.						RYE.						BEANS.						PEAS.						
	MARKET.		Quantities.			Price.			Quantities.			Price.			Quantities.			Price.			Quantities.			Price.			Quantities.			Price.							
	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.	Qrs.	Bs.	£.	s.	d.		
Belford	15	0	32	0	0	80	0	144	0	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Hexham	36	0	82	1	0	28	6	47	18	4	20	5	29	4	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Newcastle	1371	2	3054	19	3	315	6	553	14	4	104	0	128	8	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Morpeth	273	0	598	18	0	22	0	36	5	8	46	0	52	16	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Alnwick	1005	0	2234	17	1	144	6	251	12	0	18	0	21	0	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Berwick	212	6	484	8	0	2910	0	5106	12	3	213	6	267	16	11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Durham	240	2	522	5	10	170	6	298	6	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Stockton	648	7	1469	2	5	20	0	31	10	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Darlington	353	5	810	14	4	7	6	13	19	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Sunderland	1242	7	2728	3	8	551	5	992	9	0	5	0	5	0	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Barnard Castle	112	1	271	7	0	13	2	23	0	6	14	4	19	18	7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Wolsingham	84	6	188	11	4	70	4	122	15	9	22	6	30	16	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Mold	42	7	96	4	6	17	3	27	16	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Denbigh	186	3	278	3	9	22	4	31	1	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Wrexham	None		Sold.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Carnarvon	—		—			20	0	32	0	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Bangor	None		Sold.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Llangefni	None		Sold.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Corwen	None		Sold.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Welshpool	8	0	17	0	0	55	5	88	4	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Newtown	—		—			—	—	—	—	—	31	3	37	8	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Haverfordwest	17	0	37	16	4	20	1	30	14	6	78	8	65	11	8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Carmarthen	161	6	339	6	6	205	1	324	16	2	104	2	101	9	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Llandillo	—		—			22	4	34	2	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Swansea	25	4	55	13	9	6	6	10	16	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Cowbridge	—		—			337	4	599	11	8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Cardif	58	0	132	11	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Brecon	None		Sold.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Knighton	6	2	13	0	0	9	3	13	0	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Grand Total	134005	4	—			95691	7	—			12349	2	—			222	1	—			5507	5	—			2795	0	—			—			—			
General Weekly Average	—		s.	d.		—		s.	d.		—		s.	d.		—		s.	d.		—		s.	d.		—		s.	d.		—		s.	d.		—	
	—		43	1	595	—		35	11	503	—		21	11	312	—		28	4	078	—		40	9	443	—		39	6	709	—		—	—	—		
Aggregate Average of Six Weeks	—		42	10		—		35	9		—		21	5		—		29	7		—		39	6		—		38	7		—		—	—	—		

THE Inclosure Commissioners for England and Wales hereby give notice, that applications have been made by the undermentioned persons for the advance of the undermentioned sums, by way of Loan, under the provisions of "The Public Money Drainage Acts," for the drainage of the lands hereinafter specified :

Name of Applicant.	Estate.	Parish.	County.	Sums applied for by way of Loan.
The Reverend Robert Wade Gery, of Colmworth, in the county of Bedford, Clerk	Glebe	Colmworth	Bedford	£ 400
The Reverend Robert Wade Gery, of Colmworth, in the county of Bedford, Clerk	Colmworth	Colmworth	Bedford	250
John Nathaniel Foster, of Saint Andrew's, in the county of Bedford, Esquire	Lands in	Arlesey	Bedford	1500
Julia Tomkinson, of Dorfold Hall, in the county of Chester, Widow	Dorfold	Acton Over and Middlewich	Chester	2000
James Irving, of Scotland-road, Liverpool, Gentleman	Lands in	Castle Sowerby	Cumberland	350
William Wilkinson, of the city of Carlisle, Esquire	Lands in	Cumwhitton	Cumberland	200
The Reverend John Wannop, of Crosby-on-Eden, in the county of Cumberland, Clerk	Glebe	Crosby-on-Eden and Kirk Andrews	Cumberland	120
The Trustees of Eaglesfield and Blindbothel School, in the county of Cumberland	Eaglesfield and Blindbothel School Allotment	Brigham	Cumberland	150
The Honourable and Reverend Arthur Christopher Thynne, of Kilkhampton, in the county of Cornwall, Clerk	Glebe	Kilkhampton	Cornwall	500
The Honourable Edward Coke, of Longford, in the county of Derby	Longford	Longford and Hollington	Derby	5000
Sir Molineux Hyde Nepean, of Loders Court, in the county of Dorset, Baronet	Lands in	Loders	Dorset	2100
The Reverend William Wilkins Gale, of Pylle, in the county of Somerset, Clerk, and the Reverend George Bailie Tuson, of Little Stanmore, in the county of Middlesex, Clerk	Lands in	Manstone, Sturminster, Farrington, and Iwerne Courtenay	Dorset	1000
The Dean and Chapter of Durham	Lands in	Billingham and Merington	Durham	4000
John Moyes Heathcote, of Connington Castle, Huntingdon, Esquire	Lands in	Upton and Steeple Gedding	Huntingdon	2000
The Reverend W. J. Trevenen, of Holme, in the county of Huntingdon, Clerk	Glebe	Holme	Huntingdon	32
The Reverend William Leighton Newham, of Barrow-on-Soar, in the county of Leicester, Clerk	Glebe	Barrow-on-Soar	Leicester	500

Name of Applicant.	Estate.	Parish.	County.	Sums applied for by way of Loan.
The Reverend George Gordon, of Muston, in the county of Leicester, Clerk	Rectory Farm	Soredington	Lincoln	£ 1000
The Reverend Richard Betton Cartwright, of Grantham, in the county of Lincoln, Clerk	Glebe	South, Stoke and Easton	Lincoln	500
Henry Tuson, of Northover, in the county of Somerset, Esquire	Land in	Wolvesnewton	Monmouth	600
The Reverend George Henry Champion Möller, of Wolvesnewton, in the county of Monmouth, Clerk	Glebe	Wolvesnewton	Monmouth	190
The Reverend William Price, of Llangwm, in the county of Monmouth, Clerk	Glebe and Bounty Lands	Llangwm and Llanfair Kilgedden	Monmouth	200
The Guardians of Lumley Chivers Arnold, of Barby, in the county of Northampton, Esquire, a Minor	Lands in	Barby, Braunston, Kilsby, and Watford	Northampton	2500
Adam Atkinson, of Lorbottle, in the county of Northumberland, Esq.	Lands in	Whittingham and Rothbury	Northumberland	1500
Sir Edward Blackett, of Matfen Hall, in the county of Northumberland, Baronet	Lands in	Corbridge, Stamford, Saint John Lee, and Haltwhistle	Northumberland	1000
Sir Francis Blake, of Tilmonth Park, in the county of Northumberland, Baronet	Lands in	Kirknewton	Northumberland	800
The Reverend John Carr, of Brattleby, in the county of Lincoln, Clerk	Lands in	Stannington	Northumberland	500
The Reverend Robert Green, of Longhorsley, in the county of Northumberland, Clerk	Glebe in	Longhorsley	Northumberland	250
Henry Gregson, of Lowlynn, in the county of Northumberland, Esq.	Lowlynn	Kyloe	Northumberland	1000
The Reverend Richard Evans Mason, of Earsden, in the county of Northumberland, Clerk	Glebe	Earsdon	Northumberland	225
William Orde, of Nunykirk, in the county of Northumberland, Esq.	Lands in	Metford and Netherwitton	Northumberland	2000
The Trustees of Walter Raleigh Trevelyan, of Ottercaps, in the county of Northumberland	Ottercaps	Elsden, Kirkwhelpinson, and Corsenside	Northumberland	500
Frederick Swan Todd, of Morpeth, in the county of Northumberland, Esquire	Horton Grange	Dinington	Northumberland	200
Francis Sitwell, of Barmoor Castle, in the county of Northumberland, Esquire	Barmoor	Lowick	Northumberland	1500
Antony Close, of College Green, in the city of Bristol, Esquire	Lands in	Bampton	Oxford	250

Name of Applicant.	Estate.	Parish.	County.	Sums applied for by way of Loan.
Edward Hughes Chamberlain, Esquire, Barrister-at-Law, and Emma, his wife	Lands in	Wem and Loppington	Salop	£ 1000
The Reverend Arthur Oakeley, of Oakely, in the county of Salop, Clerk	Oakeley	Lydham and Bishops Castle	Salop	5000
Mrs. Jane Dorothea Wyndham, of Sock Dennis, in the county of Somerset	Lands in	Sock Dennis	Somerset	1000
William Hodges Tylden Pattenson, of Biddenden, in the county of Kent, Esquire, the Committee of the Reverend John Cook Tylden Pattenson, Clerk	Glebe	Sutton Bonnington	Nottingham	360
The Reverend George Augustus Lamb, of Iden, in the county of Sussex, D.D.	Lands in	Westfield	Sussex	4000
The Reverend Robert Potter, of Bulkington, in the county of Warwick, Clerk	Glebe	Bulkington	Warwick	186
The Reverend Edward Salkeld, of Aspatria, in the county of Cumberland, Clerk, and Mary Salkeld, of Wickerslack, in the county of Westmorland, Spinster	Lands in	Morland	Westmorland	200
The Reverend Watkins Homfray, of Acton Beauchamp, in the county of Worcester, Clerk	Glebe	Acton Beauchamp	Worcester	150
Henry Hudson, of the Elms, in the county of Worcester, Esquire	The Elms	Wick	Worcester	350
The Trustees under the Will of the late Hannah Coates, of Stokesley, in the county of York, Widow	Lands in	Kirby and Cleveland	York	400
The Reverend James Charles Wharton, of Gilling, in the county of York, Clerk	Glebe	Gelling, Eppleby, and Cowton	York	800
The Reverend Edwards Cust, of Danby Wiske, in the county of York, Clerk	Glebe	Danby Wiske and Great Smeaton	York	250
Captain Edmund Henry Turton, of Roxby, in the county of York	Roxby	Hinderwell	York	5000
The Reverend William Tassie Vernon, of Kirk Ella, in the county of York, Clerk	Glebe	Kirk Ella	York	300
The Trustees of the Bowes and Romaldkirk Charity, in the county of York	Lands in	Bowes, Gilmonby, Startforth, and Romaldkirk	York	1500
The Right Honourable Mary Isabel, Viscountess Downe, as Guardian to the Right Honourable Hugh Richard, Viscount Downe	Lands in	Topcliffe, Bagby, Thormanby, Thirkleby, Birdforth, Snaith, Cowick, Danby, and Easington	York	5000

Name of Applicant.	Estate.	Parish.	County,	Sums applied for by way of Loan.
The Trustees under the Will of the Reverend Alfred Harford (decd.)	Lands in	Llansawel, Convil Cayo, and Llanycrewys	Carmarthen	£ 2000
Roper Stote Donnison Rowe Roper, of Richmond, in the county of York, Esquire	Lands in	Monk Heslington and Trimdon	Durham	800

Witness my hand this 18th day of November, in the year of our Lord, 1859.

A. M. ATTREE,

By order of the Board.

AGRA AND UNITED SERVICE BANK (Limited).

Statement of AFFAIRS to 31st October, 1859.

<i>Liabilities.</i>				<i>Assets.</i>			
	£	s.	d.		£	s.	d.
Paid-up Capital ...	1,000,000	0	0	Cash Balances ...	582,734	3	2
Reserve Fund ...	175,000	0	0	Government Securities (including Reserve Fund) ...	326,729	19	2
Floating Deposits ...	522,740	14	11	Discounts, Loans, Credits ...	1,458,731	19	2
Fixed Deposits ...	1,050,502	18	2	Exchange Accounts (London and Branches) ...	175,764	6	7
Profit and Loss ...	27,878	7	1	Branches, Internal Exchange ...	232,161	12	1
	<u>£2,776,122</u>	<u>0</u>	<u>2</u>		<u>£2,776,122</u>	<u>0</u>	<u>2</u>

R. G. Mac Gregor, General Manager.

N.B.—This statement does not include any of the Branches' accounts to a later date than the 11th October, 1859.

South London Railway.

(Incorporation of Company; Railway from the West London Extension Railway in Battersea to Clapham, and from Clapham to the South-Eastern Railway; Powers to the South-Eastern, London, Brighton, and South Coast, London and North-Western, Great Western, West London Extension, North London, West End of London and Crystal Palace, Charing Cross, and Victoria Station and Pimlico, Railway Companies, to subscribe and enter into working arrangements; Running Powers; 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 incorporate a Company for making and maintaining the railways hereinafter mentioned, or some or one of them, together with all necessary and proper approaches, stations, works, communications, and conveniences, and to confer upon the intended Company, hereinafter called "the Company," all necessary and proper powers for effecting the objects hereinafter mentioned, or some of them, that is to say:

No. 1. A railway (hereinafter referred to as railway No. 1) commencing by a junction with the main line of railway authorised by "The West London Extension Railway Act, 1859," at or near the point where the said authorised line of railway crosses the lane leading from the Wandsworth-road to Long Hedge Farm, in the parish of St. Mary Battersea, in the county of Surrey, and terminating in a certain plot of nursery ground near to and adjoining the north-east side of Manor-

street, in the parish of Clapham, in the same county, which nursery ground belongs to the trustees of the will of the late William Atkins Bowyer, Esq., and is in the occupation of Charles Southby.

No. 2. A railway (hereinafter referred to as railway No. 2) commencing from and out of railway No. 1, at the termination thereof, in the aforesaid plot of nursery ground, in the said parish of Clapham, and terminating at the Bricklayers' Arms Branch of the South Eastern Railway, about 60 yards east of the point where the St. James's Road crosses the said Bricklayers' Arms Branch on a level in the parish of St. Mary Magdalen, Bermondsey, in the county of Surrey.

No. 3. A railway commencing from and out of Railway No. 2, at the termination thereof at the Bricklayers' Arms Branch of the South Eastern Railway, in the said parish of St. Mary Magdalen, Bermondsey, and terminating by a junction with the South Eastern Railway on the north side thereof, at or near the bridge which carries the same over the Spa-road, in the said parish of St. Mary Magdalen, Bermondsey, and county of Surrey.

No. 4. A railway commencing from and out of railway No. 2, at the termination thereof at the Bricklayers' Arms Branch of the South Eastern Railway, in the said parish of St. Mary Magdalen, Bermondsey, and terminating by a junction with the North Kent Junction Branch of the South Eastern Railway at or near a point on the last-mentioned branch about 176 yards east of the bridge, by which the said Bricklayers' Arms Branch of the

South Eastern Railway is carried over the Rotherhithe New Road, in the parish of St. Mary, Rotherhithe, in the county of Surrey.

No. 5. A railway commencing from and out of Railway No. 2, at the termination thereof at the Bricklayers' Arms Branch of the South Eastern Railway, in the parish of St. Mary Magdalen, Bermondsey, and terminating by a junction with the South Eastern Railway on the south side thereof, at or near the bridge which carries the same over the Spa-road, in the said parish of St. Mary Magdalen, Bermondsey, and county of Surrey.

No. 6. A railway commencing by a junction with the main line of railway, authorised by the West London Extension Railway Act, 1859, at or near the point where the said main line passes under the London and South Western Railway, near Stewart's-lane, in the said parish of St. Mary, Battersea, and terminating by a junction with the intended railway hereinbefore referred to as railway No. 1, at or near a point about $2\frac{1}{2}$ furlongs east of the point where the said main line, authorised by the West London Extension Railway Act, 1859, crosses the said lane from the Wandsworth-road to Long Hedge Farm, in the parish of St. Mary, Battersea, in the county of Surrey.

And the said railways and works will pass in, from, through, or into, or be situate within the the several parishes and places following, or some of them, that is to say, St. Mary, Battersea, Clapham, St. Mary, Lambeth, St. Giles, Camberwell, St. Mary Magdalen, Bermondsey, and St. Mary, Rotherhithe, all in the county of Surrey.

The Act will take powers to purchase lands, houses, and other property, compulsorily or otherwise, for the purposes aforesaid; and also to purchase, by compulsion or agreement, the lands, houses, and other property required to form junctions with any other railways at the commencement and termination, and in the line or course of the said intended railways, or any or either of them, in the several parishes aforesaid, or any of them, and to vary or extinguish all existing rights and privileges in any manner connected with the lands, houses, and other property proposed to be purchased or taken which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, or any or either of them, and to confer other rights and privileges, and to alter, widen, cross, divert, or stop up all turnpike and other roads, streets, and highways, footways, bridges, railways, tramways, aqueducts, canals, streams, and rivers, water-pipes, gas-pipes, telegraph apparatus, drains, and sewers within or adjoining to the aforesaid parishes and other places, or any of them, with which it may be necessary to interfere, by reason of the construction of, or for the purposes of, the said intended railways and works, or any of them.

The Act will enable the Company to raise money by the creation and issue of shares, and by borrowing on mortgage or bond, and to fund or issue debenture stock in lieu of the money so borrowed or authorised to be borrowed; to convey passengers, goods, and other traffic on the said intended railways and other railways communicating therewith; to levy tolls, rates, and charges for and in respect of the use of the said intended railways and works, and the conveyance of such traffic, and to grant exemption from such tolls, rates, and charges.

The Act will authorise the Company and any other Company or persons for the time being authorised to work or use the intended railways, or any or either of them, to run, pass over, and use

with their engines and carriages of all descriptions, and servants, the said Bricklayers' Arms Branch and North Kent Junction Branch, and so much of the main line of the South Eastern Railway as lies or is situated between the said Spa-road station and the London-bridge terminus and such terminus, and also to pass over and use in like manner the lines of the North London Railway Company, the West London Extension Railway Company, the Victoria Station and Pimlico Railway Company, and the Charing Cross Railway Company, and the various stations, sidings, watering places, booking-offices, and other works and conveniences connected with such railways and branch railways, upon such terms and conditions, and subject to the payment of such tolls and other charges as may be fixed by agreement or arbitration under the provisions of the Act. The Act will alter, so far as necessary or expedient, for the purposes aforesaid, the tolls, rates, and charges now authorised to be levied and taken by the aforesaid several railway Companies.

And it is also intended by the said Act to empower the South Eastern Railway Company, the London, Brighton, and South Coast Railway Company, the London and North Western Railway Company, the Great Western Railway Company, the West London Extension Railway Company, the North London Railway Company, the Victoria Station and Pimlico Railway Company, the Charing Cross Railway Company, and the West End of London and Crystal Palace Railway Company, or any or either of them, and the Company to enter into and carry into effect contracts and arrangements for or with reference to the construction maintenance, working, and using by any or either of the contracting Companies of the intended railways and works, or any 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, the payments and contributions to be made by any or either of the contracting Companies to the others, or either of them, and the employment of officers and servants; and also to empower the before-named railway Companies, or any or either of them, to take and hold shares in, and subscribe towards, the undertaking of the Company, or any part thereof; to appoint directors of the Company; to lend money to the Company; and to guarantee to the Company interest, dividends, annual or other payments, and to guarantee the payment of the principal and interest of the mortgage and bond debt of the Company, and to raise further capital for the purposes aforesaid by the creation of new shares or stock in their undertakings, with or without any preference or priority in payment of interest or dividend, or other privileges attached thereto, and to borrow further moneys on mortgage or otherwise.

And it is further proposed by the said Act, so far as may be necessary for all or any of the purposes thereof, to alter, amend, extend, vary, and enlarge or repeal, all or some of the powers and provisions of the several Acts following, and of all other Acts relating to the South Eastern Railway Company, the London, Brighton, and South Coast Railway Company, the London and North Western Railway Company, the Great Western Railway Company, the West London Extension Railway Company, the North London Railway Company, the West End of London and Crystal Palace Railway Company, the Charing Cross Railway Company, and the Victoria Station and

Pimlico Railway Company, or some of them, namely: local and personal Acts relating to the South Eastern Railway Company, viz., 6 William 4, cap. 75; 1 Vic., cap. 93; 2 Vic., cap. 42; 2 and 3 Vic., cap. 79; 3 Vic., cap. 46; 5 Vic., sess. 2, cap. 3; 6 and 7 Vic. caps. 51, 52, and 62; 7 Vic. cap. 25; 7 and 8 Vic. caps. 69 and 91; 8 and 9 Vic. caps. 167, 186, 197, and 200; 9 Vic. caps. 55, 56, and 64; 9 and 10 Vic. caps. 305 and 399; 10 and 11 Vic., caps. 104 and 230; 13 and 14 Vic., cap. 31; 15 and 16 Vic., cap. 103; 16 and 17 Vic., caps. 116, 121, 130, and 156; 18 and 19 Vic., cap. 16; and 20 and 21 Vic., cap. 155.

Local and personal Acts relating to the London, Brighton, and South Coast Railway Company, viz., 5 and 6 Wm. IV., cap. 10; 6 and 7 Wm. IV., cap. 121; 7 Wm. IV. and 1 Vic., cap. 119; 1 and 2 Vic. cap. 20; 2 and 3 Vic., cap. 18; 3 and 4 Vic., cap. 129; 6 and 7 Vic., caps. 27 and 62; 7 and 8 Vic., caps. 67, 91, 92, and 97; 8 and 9 Vic., caps. 52, 113, 196, 199, and 200; 9 and 10 Vic., caps. 54, 63, 64, 68, 69, 83, 234, 281, and 283; 10 and 11 Vic., caps. 167, 244, and 276; 11 and 12 Vic., cap. 136; 16 and 17 Vic., caps. 20, 41, 86, 88, 100, and 180; 17 Vic., cap. 59; 17 and 18 Vic., caps. 61, 68, 93, and 210; 18 and 19 Vic., caps. 114 and 169; 19 and 20 Vic., caps. 87, 92, and 105; 20 and 21 Vic., caps. 60, 72, 133, and 143; 21 and 22 Vic., caps. 57, 84, 101, 104, and 118; and 22 and 23 Vic., cap. 69.

Local and personal Acts relating to the London and North Western Railway Company, viz., 7 and 8 Vic., cap. 65; 8 and 9 Vic., caps. 33, 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vic., cap. 67; 9 and 10 Vic., caps. 80, 82, 152, 182, 183, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vic., caps. 73, 107, 114, 118, 120, 121, 132, 139, 147, 159, 161, 162, 178, 188, 228, 236, 238, 270, 271, 278, and 294; 11 and 12 Vic., caps. 58, 60, and 130; 12 and 13 Vic., caps. 41 and 74; 13 and 14 Vic., caps. 6, 36, and 111; 14 Vic., cap. 28; 14 and 15 Vic., caps. 21, 94, and 131; 15 Vic., caps. 98 and 105; 16 and 17 Vic., caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vic., caps. 80, 179, 201, and 204; 18 and 19 Vic., caps. 146 and 172; 19 and 20 Vic., cap. 123; 20 and 21 Vic., cap. 108; and 21 and 22 Vic., caps. 130 and 131.

Local and personal Acts relating to the Great Western Railway Company, viz., 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., cap. 68; 8 and 9 Vic., caps. 40, 53, 155, 156, 184, 188, 190, and 191; 9 Vic. cap. 14; 9 and 10 Vic., caps. 166, 181, 236, 239, 240, 278, 313, 315, 335, 337, 338, 369, 383, and 402; 10 and 11 Vic., caps. 60, 72, 76, 91, 101, 109, 149, 154, 226, and 242; 11 and 12 Vic., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 13 Vic., caps. 6 and 7; 13 and 14 Vic., caps. 44, 98, and 110; 14 and 15 Vic., caps. 22, 48, 52, 53, 74, and 81; 15 and 16 Vic., caps. 9, 125, 133, 140, 145, 147, and 168; 16 and 17 Vic., caps. 121, 153, 175, 204, 209, 210, and 212; 17 and 18 Vic., caps. 108, 153, 202, 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; and 21 and 22 Vic., cap. 88.

Local and personal Acts relating to the West London Railway Company, viz., 6 and 7 Wm. IV., cap. 79; 3 and 4 Vic., cap. 105; 8 and 9 Vic., cap. 156; 9 and 10 Vic., cap. 369; 10 and 11 Vic.,

cap. 91; 17 and 18 Vic., cap. 204; 22 and 23 Vic., cap. 1; and 5 Geo. IV., cap. 65.

Local and personal Acts relating to the West End of London and Crystal Palace Railway Company, viz., 16 and 17 Vic., cap. 180; 17 and 18 Vic., cap. 210; 19 and 20 Vic., cap. 87; 20 and 21 Vic., cap. 143; 21 and 22 Vic., caps. 104 and 118; 22 and 23 Vic. cap. 98.

Local and personal Acts relating to the North London Railway Company, viz., 9 and 10 Vic., cap. 396; 13 and 14 Vic. cap. 36; 16 and 17 Vic., cap. 97; and 17 and 18 Vic., cap. 80.

The Victoria Station and Pimlico Railway Act, 1858, and 22 and 23 Vic. cap. 112, relating to the Victoria Station and Pimlico Railway Company, the West London Extension Railway Act 1859, and the Charing Cross Railway Act 1859.

And notice is hereby given, that, on or before the 30th day of November, 1859, duplicate plans and sections of the railways intended to be authorised by the said Act, with a book or books of reference to the said plans, containing the names of the owners, lessees, and occupiers of the lands and property shewn thereon, and a published map shewing the general course and direction of the intended railways, 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 Surrey, at his office at Lambeth; and copies of so much of the said plans and sections as relates to each of the aforesaid parishes from, in, through, or into which the works are intended to be made, together with a book of reference thereto, and a copy of this notice, will be deposited with the vestry clerk of each such parish in Schedule A, to the Act for the better Local Management of the Metropolis, and with the Clerk of the District Board of parishes in Schedule B, to the said Act, as to any such parish in the said Schedule B.

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

Dated this 12th day of November, 1859.

Wilkinson and Stevens; 4, Nicholas-lane.
Edwards, Frankish, and Galland, 11, New Palace-yard.

Manchester and Milford Railway.

Incorporation of Company for making Railways between the Carmarthen and Cardigan Railway, near Pencader, and the Llanidloes and Newtown Railway, at Llanidloes: power to make arrangements with other Companies with respect to the transmission of Traffic: to enable Owners and Lessees of Lands or Houses, and the Ratepayers and Vestries of Parishes on or near the Railway, to contribute to the construction of the Railway, and to relieve the undertaking from Poor-rates, until the Dividends reach £5 per cent.: Amendment of Acts.

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

Railway No. 1.—Commencing by a junction with the Carmarthen and Cardigan Railway at the point in the parish of Llanfihangel-ar-arth, in the county of Carmarthen, at which that railway is authorised to cross a certain road leading from the turnpike road at Llwyn-ar-ddyscyn, to a stream called Tafwili, in or near the hamlet or chapelry

of Pencader or Pencadair, and terminating in the parish of Pencarreg, in the county of Carmarthen, at a field adjoining the west side of the turnpike road at the Carmarthenshire end of the bridge over the River Tifi, near Lampeter, called Lampeter-bridge.

Railway No. 2.—Commencing by a junction with the last-mentioned terminus of railway (No. 1), and terminating at or near to the road from the town of Tregaron to Ystrad Garon, fourteen chains west of the junction of the same road with the turnpike road near the town of Tregaron, in the parish of Caron ys Clawdd, otherwise Tregaron, in the county of Cardigan.

Railway No. 3.—Commencing by a junction with the last-mentioned terminus of Railway (No. 2), and terminating at or near a point on the road from Yspytty-Ystwith Church to Cil-mieri, eighteen chains west of the church, in the parish of Yspytty-Ystwith, in the county of Cardigan.

Railway No. 4.—Commencing by a junction with the last-mentioned terminus of Railway (No. 3), and terminating in the parish of Llangurrgig, in the county of Montgomery, at or near to a point sixteen chains south of the River Wye, where a small stream joins the same river on the south side, and opposite to a place or buildings called Pant Mawr.

Railway No. 5.—Commencing by a junction with the last-mentioned terminus of railway (No. 4), and terminating by a junction with the Llanidloes and Newtown Railway, at or near the old toll-house on the Newtown and Llanidloes turnpike road, near the town of Llanidloes, in the parish of Llanidloes, in the county of Montgomery.

Which said several intended railways and works will be made or pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say, Llanfihangel-ar-arth, Llanllwny, Llangeller, Llanybydder, Llany-byther, and Pencarreg, in the county of Carmarthen; Lampeter Pont Stephen, Lampeter, Trefycoed, Sillian Bettws, Bleddrws, Llanguby Llanyby, Llangeitho, Llanbadarn Odyn, Cellan Llanfair-Clydogan, Llandewy Brefy, Llandewi, Brefy Gorwydd, Gorgoyan Gogoyan, Garth and Ystrad Llanio Blaen, Penal Prisk and Corfaw Caron Caronuwch-Clawdd, Strata-Florida, Caronys-Clawdd, Blaen Carrog-Blaen Caron, Croes and Berwyn Treflyn Trecefel, Argoed, and Ystrad, Tregaron, Isclawdd, Yspytty, Ystrad Merric, Gwnnws, Gwnnws-ucha, Gwnnws-issa, Lledrod, Llanfihangel-Lledrod, Lledrod-ucha and Lledrod-issa, Llanfihangel, Llanfihangel-y-croyddin, Llanfihangel-y-croyddin-ucha, Llanfihangel-y-croyddin-issa, Llanafar Yspytty Ystwith Llanbadarn Fawr, Llanbadarn-y-croyddin-uchaf, and Cwmrheidol, in the county of Cardigan; Llangirrig Glyngynwydd Cefnhafodan Llanywarred, Cillmachalt, Llangurrgig, Llanidloes and Llanyfynny, in the county of Montgomery; Hergoed-ddu and Pant-Mawr, in the counties of Cardigan and Montgomery, or one of them, all in the principality of Wales.

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

And it is intended by the Act to incorporate a

Company for the purpose of constructing, maintaining, working, and carrying into effect the proposed railways and works, or some part or parts thereof, to take powers to purchase lands and houses by compulsion or agreement, and to vary or extinguish existing rights and privileges in any manner connected with the lands or houses proposed to be taken for the purposes of the said railways and works, or any part or parts thereof, and to levy tolls, rates, and duties, to alter, vary, or extinguish existing tolls, rates, and duties, to confer, vary, and extinguish exemptions from payments of tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

And it is proposed by the intended Act to take power for requiring the London and North-Western Railway Company, the Llanidloes and Newtown Railway Company, the Great Western Railway Company, the South Wales Railway Company, and the Carmarthen and Cardigan Railway Company, or any or either of them, to grant all proper and reasonable facilities for the transmission of, and to transmit upon and along the respective railways, or any part or parts of the same, all traffic which having passed over the intended railways or railway or any part thereof may be tendered to them respectively for transmission along their own railways or any part thereof, or which may be tendered to them for transmission along their own railways, or any part thereof, for the purpose of being afterwards conveyed on and along the intended railways or railway or any part thereof, upon and subject to such rules and regulations, and upon payment of such tolls, rates, duties, and charges as shall, in case of disagreement, be settled by arbitration or otherwise, or as may be fixed by the intended Act.

And it is intended by the Act to enable owners and lessees of lands and houses, and persons having limited interests in, and trustees of lands and houses situate in any parish whose boundaries approach to within a mile in a direct line from any part of the intended railways and works, and also the ratepayers and vestries of such parishes, to raise money by mortgage of such lands and houses and parish rates or otherwise, for the purpose of contributing towards the undertaking and to hold shares therein, and to repay the principal of the monies so raised by annual instalments within a given period, and to relieve the undertaking from liability to the payment of poor's rates until the dividends paid in some one year upon the capital of the undertaking shall have reached £5 per cent.

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

And notice is further given, that on or before the 30th day of November instant, duplicate plans and sections describing the direction, line, and levels of the intended railways and works, and the lands which may be taken for the purposes thereof; together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and the occupiers of such lands; with published maps showing the general course and direction of the intended railways; and also copies of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Carmarthen, at his office at Llandovery, in the same county, and with the Clerk of the Peace for the county of Cardigan, at his office at Aberystwith, in the same county, and at the

office of the Clerk of the Peace for the county of Montgomery, at his office at Welshpool, 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 books of reference as relates to each parish or extra-parochial place in or through which the intended railways and works are proposed to be made, together with a copy of this notice, as published as aforesaid, will be deposited as follows, that is to say, in the case of parishes with the parish clerk, 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 further given, that so far as may be necessary for carrying into effect all or any of the above objects, it is intended to alter, amend, extend, vary, enlarge, or repeal some or all of the powers and provisions of the several local and personal Acts following, or some of them; namely, the 9th and 10th Victoria, cap. 204, and the several other Acts relating to the London and North-Western Railway Company, "The South Wales Railway Act, 1845," and the several other Acts relating to the South Wales Railway Company, and the 5th and 6th William 4, cap. 107, and the several other Acts relating to the Great Western Railway Company, "The Llanidloes and Newton Railway Act, 1853," and the several other Acts relating to the Llanidloes and Newton Railway Company, "The Carmarthen and Cardigan Railway Act, 1854," and the several other Acts relating to the Carmarthen and Cardigan Railway Company, and "The Mid-Wales Railway Act, 1859."

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

Dated this 8th day of November, 1859.

Marriott and Jordan, 1, Lancaster-place, Strand, London.

West Hartlepool Harbour and Railway.

(Powers to Company in respect of intended Harbour of Refuge at Hartlepool; increase of, and arrangements respecting, Capital; as to lien for Freight; amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, by the West Hartlepool Harbour and Railway Company (hereinafter called the Company), for leave to bring in a Bill for all or some of the following purposes (that is to say):—

To authorize the Company with the view to the formation of the Harbour of Refuge recommended by the Royal Commissioners appointed by Her Majesty to complete the inquiry in the terms of the Report of the Select Committee of the House of Commons on Harbours of Refuge, or of any other Harbour of Refuge to be established at Hartlepool, by the grant and loan of public money, or otherwise: to enter into arrangements or agreements with the Lords Commissioners of the Admiralty, the Lords Commissioners of Her Majesty's Treasury, or the Commissioners for Public Works, or other authorized department or persons, or the Hartlepool Port and Harbour Commissioners, for the giving by the Company of aid or security in respect of all or any part of the money advanced or to be advanced on loan, and in any other manner, for or towards any such Harbour

of Refuge, and for that purpose to authorize the Company to execute any documents, and give any security or guarantee by bonds or other securities, and to charge the same upon any property of the Company, and by way of indemnity or otherwise upon any rates, tolls, or duties to be authorized in the Bill, or upon any rates, tolls, or duties receivable by or payable to the Hartlepool Port and Harbour Commissioners in respect of vessels entering the harbour of Hartlepool, and also entering or using the harbour, docks, or works of the Company, in such manner and form, and subject to all such existing shares, stocks, loans, and other rights and interests, or some of them in the Company, or otherwise, as may be agreed upon and as may be authorized by the Bill, and to apply and set apart, if need be, any present or future capital, money, or property of the Company towards aiding in or assisting the formation or establishment of such Harbour of Refuge.

To confer powers on the Company of regulating, consolidating, and increasing the capital and borrowing powers of the Company, and of altering, regulating, enlarging, or extinguishing the preferences and priorities attaching to any of the shares or stocks in the Company, and of redeeming commutings, and discharging any of their preference shares or stocks, bonds, mortgages, and other liabilities, and of raising other sums of money, and creating other shares or stock with other preferences or priorities, rights or privileges, and for defining the rights of the holders of different classes of shares and stocks in the Company.

To authorize the issue of additional, ordinary, and preferential shares or stock, and debenture stock, and to prescribe the mode of the allotment, appropriation, and application thereof respectively.

To authorize the creation and issue of new shares or stock, (either ordinary or preferential), or debenture stock for paying, discharging, consolidating, capitalizing, or otherwise satisfying the mortgage, bond, and other liabilities of the Company, or such of the ordinary or preference shares, debentures, or other stock of the Company, as are subject to or capable of redemption, exchange, or payment off, or any part thereof respectively.

To authorize the division or apportionment and charge of any bonds, mortgages, or other securities, or shares or stock, or debenture stock of the Company, upon any part or parts of the undertaking, income, proceeds, or property of the Company; and to authorize the disposal, division, and separation into portions of the several railways, harbours, docks, works, property, and assets of the Company, or any parts thereof; and the locating and charging upon each or some portions thereof respectively of distinct amounts of shares, stocks, and liabilities of the Company, with the view to provide for the separate management and liabilities thereof respectively, or for any other purposes in such manner and upon such terms as may be prescribed in the Bill.

To provide with respect to the detention and sale for freight of goods and merchandize unshipped in the harbour or docks, or landed or deposited upon any of the quays, wharves, or property of the Company, or warehoused by the Company; and for regulating the entry and landing and depositing of goods and merchandize by the ship-owner; and for authorizing the issue of transfers and warrants for delivery of goods and merchandize deposited with the Company; and for regulating the deposits for freight, rates, and duties, and the sale of goods and merchandize in default of payment thereof respectively.

To alter, vary, increase, or substitute, any tolls, rates, and duties, leviable by the Company, or by the Hartlepool Port and Harbour Commissioners; and to levy new tolls, rates, and duties; and to confer, vary, or extinguish exemptions from payment of tolls, rates, or duties; and to confer, vary, or extinguish any rights and privileges which may interfere with the objects of the Bill.

To alter, amend, extend, and enlarge (so far as may be necessary for carrying out the objects and purposes of the Bill,) or if need be to repeal all or any of the powers or provisions of "The West Hartlepool Harbour and Railway Act, 1852," "The West Hartlepool Harbour and Railway Act, 1857," and "The Hartlepool Port and Harbour Act, 1855," or any of them, and so far as may be requisite to confirm, alter, vary, or annul, all deeds, contracts, or agreements, entered into by the Company, which otherwise would or might interfere with the objects and purposes of the Bill.

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 fifth day of November, 1859.

Bell, Steward, and Lloyd, 49, Lincoln's Inn Fields, London.

Saint Helen's Canal and Railway and London and North-Western Railway Companies.

(Lease or Sale of and Arrangements in respect to part of Undertaking of the Saint Helen's Canal and Railway Company; Additional Capital; 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 for all or some of the purposes following, that is to say:

To authorise and empower the Saint Helen's Canal and Railway Company (hereinafter called "The Saint Helen's Company") to lease or to sell and transfer to the London and North-Western Railway Company (hereinafter called "The North-Western Company") all or any part of that portion of the undertaking of the Saint Helen's Company which consists of their railway between Warrington and Garston, their station, docks, and other works and conveniences at Garston, the road stations, works, and conveniences connected with the said portion of railway, and their right, estate, and interest in the station at Warrington, belonging solely or in part to them, 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 said Companies, or as may be fixed, ascertained or determined in and by or under the provisions of the intended Act, and to authorise and empower the North-Western Company to take a lease of or to purchase and take the said portion of the undertaking of the Saint Helen's Company, or any part or parts thereof.

To transfer to the North-Western Company during the continuance of such lease, or, as the case may be, absolutely and for ever, all or some of the rights, powers, privileges, authorities, liabilities, and obligations, whether with reference to the levying of tolls, rates, and charges, or otherwise, which at the time of granting such lease or effecting such sale may be vested in, or

may attach to, or might be held or enjoyed by, the Saint Helen's Company, in reference to the portion of their undertaking so demised or sold, and all such other powers as may be deemed necessary in relation thereto.

To make provision for securing to the North-Western Company free access to, and proper facilities at, the Garston Dock of the Saint Helen's Company, for shipping coals, and shipping and receiving merchandise and other traffic, and for fixing and determining the rates, tolls, and charges, or other consideration to be paid in respect of such free access or facilities, or otherwise in relation thereto.

To empower the said two Companies to enter into and carry into effect arrangements or agreements with reference to the maintenance, management, working, and user thereof by the North-Western Company of the before-mentioned portion of the undertaking of the Saint Helen's Company, or any part or parts thereof, and to fix and determine the terms and conditions of such maintenance, management, working, and user.

To confirm and give effect to all or any agreements made between or on behalf of the said Companies, with reference to all or any of the matters aforesaid, and to authorise and empower the said Companies to make and enter into and carry into effect all such other arrangements and agreements as they may think fit in reference thereto.

To empower the North-Western Company to apply their corporate funds, and if necessary to raise additional capital by the creation of new shares or stock, or by borrowing, or by either of those means, for the purposes of the intended Act.

To alter, amend, extend, and enlarge, and if need be to repeal some of the powers and provisions of the following Acts relating to the Saint Helen's Company—namely, Local and Personal Acts 8 and 9 Vic., cap. 117; 9 and 10 Vic., cap. 183; 10 and 11 Vic., cap. 271; 16 and 17 Vic., cap. 134; 20 and 21 Vic., cap. 16; 22 and 23 Vic., cap. 138; also the following Acts relating to the London and North-Western Railway Company—namely, Local and Personal Acts 8 and 9 Vic., caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vic., cap. 67; 9 and 10 Vic., caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vic., caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 223, 236, 270, 278, and 294; 11 and 12 Vic., caps. 58, 60, and 180; 12 and 13 Vic., cap. 74; 13 and 14 Vic., cap. 36; 14 Vic., cap. 28; 14 and 15 Vic., cap. 94; 15 Vic., caps. 98 and 105; 16 and 17 Vic., caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vic., caps. 201 and 204; 18 and 19 Vic., caps. 172 and 194; 19 and 20 Vic., caps. 52, 69, and 123; 20 and 21 Vic., caps. 64, 98, and 108; 21 and 22 Vic., cap. 131; and 22 and 23 Vic., caps. 1, 2, 5, 88, 113, 124, 126, and 134.

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

Dated the 14th day of November, 1859.

S. Carter.

Swift, Wagstaff, and Blenkinsop.

London and North Western, Great Northern, and Manchester Sheffield and Lincolnshire Railway Companies.

(Mutual Working and Use of Undertakings; Traffic Arrangements.)

A PPLICATION 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:

1. To sanction and confirm contracts, agreements, or arrangements made between the London and North Western Railway Company, the Great Northern Railway Company, and the Manchester, Sheffield and Lincolnshire Railway Company, with respect to the working and use, management and maintenance of the undertakings of the said Companies respectively, including therein their railways, canals, navigations, and the stations, approaches, works, docks, wharfs, and conveniences connected therewith respectively, or any parts of the said undertakings, and also with respect to the costs, charges, and expenses attendant on such working, use, management, and maintenance, and the fixing, division, and apportionment of the rates, tolls, fares, and other receipts and charges upon such undertakings respectively, or any or either of them, or any part or parts thereof, and as to the conveyance, accommodation, and management of the traffic on the said undertakings respectively, or any of them, or any part thereof respectively, and the rates, tolls, fares, or sums of money to be charged or received, or paid by the said Companies respectively, or any or either of them, for the use of the said undertakings, or any or either of them, or any part or parts thereof respectively, or the traffic thereof, and for the fixing, apportionment, and division of such tolls, rates, fares, or other payments, or the payment of fixed sums or commuted tolls, and for the appointment of persons, whether as Joint Committees, Consulting Committees, Arbitrators and Umpires, or otherwise for carrying into effect such contracts, agreements, or arrangements, and the exercise by means of such persons, of the rights, powers, and privileges, vested in, or belonging to, such Companies respectively, or any or either of them, parties to such contracts, agreements, or arrangements.

2. To authorize and empower the said Companies, or any two of them, to enter from time to time into contracts, agreements, or arrangements, for any of the objects and purposes aforesaid, and to confer on them respectively, all such rights, powers, and privileges, as may be necessary or expedient, for more effectually carrying into effect any such contracts, agreements, or arrangements.

3. And for carrying into effect all or any of the above objects, and so far as may be necessary for such purposes, but not further or otherwise, it is intended by the said Act to alter and extend all or any of the powers and provisions of the several local and personal Acts following, relating to the London and North Western Railway Company, viz.: 8 and 9 Vic., caps. 36, 37, 43, 105, 111, 112, 123, 156, 198; 9 Vic., cap. 67; 9 and 10 Vic., caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, 396; 10 and 11 Vic., caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vic., caps. 58, 60, and 130; 12 and 13 Vic., cap. 74; 13 and 14 Vic., cap. 36; 14 Vic., cap. 28; 14 and 15 Vic., cap. 94; 15 Vic., caps. 98 and 105; 16 and 17 Vic., caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vic., caps. 201, 204; 18 and 19 Vic., caps. 172, 194; 19 and 20 Vic., caps. 52, 69, 123; 20

and 21 Vic., caps. 64, 98, and 108; 21 and 22 Vic., cap. 131. The Acts passed in relation to the said Company in the two sessions of 1859, and any other Acts of the said Company, and the following Acts relating to the Great Northern Railway Company. The Great Northern Railway Act, 1846, (9 and 10 Vic., cap. 71); 10 and 11 Vic., cap. 148; 11 and 12 Vic., cap. 114; 14 and 15 Vic., cap. 45; 16 and 17 Vic., cap. 60; 18 and 19 Vic., cap. 124; 20 and 21 Vic., cap. 138, and the "Great Northern and Manchester Sheffield and Lincolnshire Railway Companies Act, 1858;" (21 and 22 Vic., cap. 113); and the 22 Vic., cap. 35, and any other Acts relating to the said Company. The Acts relating to the Manchester Sheffield and Lincolnshire Railway Company, viz.: "The Manchester Sheffield and Lincolnshire Railway Act, 1849;" 12 and 13 Vic., cap. 81; 13 and 14 Vic., cap. 94; 14 and 15 Vic., cap. 114; 15 and 16 Vic., caps. 83 and 144; 16 and 17 Vic., caps. 52 and 145; 18 and 19 Vic., caps. 91, 129; and 21 and 22 Vic., cap. 75, and any other Acts relating to the said last mentioned Company.

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

Dated the 7th day of November, 1859.

Johnston, Farquhar, and Leech, 65, Moor-gate-street, London;

Swift, Wagstaff, and Blenkinsop, 32, Great George-street, Westminster;

Joseph Guy, Manchester;

Solicitors for the Bill.

London and North Western, Great Northern, Manchester, Sheffield, and Lincolnshire, and Midland Railway Companies.

(Mutual Working and Use of Undertakings; Traffic Arrangements).

A PPLICATION 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:

1. To sanction and confirm contracts, agreements, or arrangements made between the London and North Western Railway Company, the Great Northern Railway Company, and the Manchester, Sheffield, and Lincolnshire Railway Company, and the Midland Railway Company, or any two or more of them, with respect to the working and use, management and maintenance of the undertakings of the Contracting Companies, including therein their railways, canals, navigations, and the stations, approaches, works, docks, wharfs, and conveniences connected therewith respectively, or any parts of the said undertakings; and with respect to the costs, charges, and expenses, attendant on such working, use, management and maintenance, and the fixing, division, and apportionment of the rates, tolls, fares, and other receipts and charges, upon such undertakings respectively, or any or either of them, or any part or parts thereof, and as to the conveyance accommodation and management of the traffic on the said undertakings respectively, or any of them, or any part thereof respectively, and to the rates, tolls, fares, or sums of money, to be paid or received or charged by the said Companies, respectively, or any or either of them, for the use of the said undertakings, or any or either of them, or any part or parts thereof respectively, or the traffic thereof, and for the fixing apportionment and division of such tolls, rates, fares, or other payments, or the payment of fixed sums or commuted tolls, and for the appointment of persons

whether as joint committees, consulting committees, arbitrators, and umpires, or otherwise, for carrying into effect such contracts, agreements, or arrangements, and the exercise by means of such persons of the rights, powers, and privileges, vested in or belonging to the Contracting Companies respectively.

2. To authorize and empower the said Companies or any two or more of them, to enter from time to time into contracts, agreements, or arrangements, for any of the objects and purposes aforesaid, and to confer on them respectively, all such rights, powers, and privileges, as may be necessary or expedient for more effectually carrying into effect any such contracts, agreements, or arrangements.

3. And for carrying into effect all or any of the above objects, and so far as may be necessary for such purposes, but not further, or otherwise it is intended by the said Act to alter and extend all or any of the powers and provisions of the several (local and personal) Acts following, relating to the London and North Western Railway Company, viz.: 8 and 9 Vic., caps. 36 and 37, 43, 105, 111, 112, 123, 156, 198; 9 Vic., cap. 67; 9 and 10 Vic., caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, 396; 10 and 11 Vic., caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 272, 278, and 294; 11 and 12 Vic., caps. 58, 60, and 130; 12 and 13 Vic., cap. 74; 13 and 14 Vic., cap. 36; 14 Vic., cap. 28; 14 and 15 Vic., cap. 94; 15 Vic., caps. 98 and 105; 16 and 17 Vic., caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vic., caps. 201 and 204; 18 and 19 Vic., caps. 172, 194; 19 and 20 Vic., caps. 52, 69, 123; 20 and 21 Vic., caps. 64, 98, 108; 21 and 22 Vic., cap. 131; the Acts passed in relation to the said Company, in the two sessions, of 1859, and any other Acts of the said Company, and the following Acts relating to the Great Northern Railway Company "The Great Northern Railway Act, 1846" (9 and 10 Vic., cap. 71); 10 and 11 Vic., cap. 148; 11 and 12 Vic., cap. 114; 14 and 15 Vic., cap. 45; 16 and 17 Vic., cap. 60; 18 and 19 Vic., cap. 124; 20 and 21 Vic., cap. 138; and "The Great Northern and Manchester Sheffield and Lincolnshire Railway Companies Act, 1858" (21 and 22 Vic., cap. 113); and the 22 Vic., cap. 35; and any other Acts relating to the said Company. The Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company, viz.: "The Manchester, Sheffield, and Lincolnshire Railway Act, 1849" (12 and 13 Vic., cap. 81); 13 and 14 Vic., cap. 94; 14 and 15 Vic., cap. 114; 15 and 16 Vic., caps. 83 and 144; 16 and 17 Vic., caps. 52 and 145; 18 and 19 Vic., caps. 91 and 129, and 21 and 22 Vic., cap. 75; and any other Acts relating to the said last-mentioned Company, and the following Acts relating to the Midland Railway Company, viz.: 7 and 8 Vic., caps. 18 and 59; 8 and 9 Vic., caps. 38, 49, 56, 90, and 181; 9 and 10 Vic., caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vic., caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vic., caps. 21, 88, and 131; 14 and 15 Vic., caps. 57, 88, and 113; 16 Vic., cap. 33; 16 and 17 Vic., cap. 108; 19 and 20 Vic., cap. 54, and 22 and 23 Vic., caps. 130 and 136.

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

Dated the 11th day of November, 1859.

Disley and Hayfield Railway.

(Incorporation of Company — Construction of Railway — Working Arrangements with and Powers to other Railway Companies.)

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, and to empower them to make and maintain, a railway commencing from and out of the Stockport, Disley, and Whaley Bridge Railway, in or near the property numbered 368, in the parish of Stockport and county of Chester, on the deposited plans of the Stockport, Disley, and Whaley Bridge Railway, referred to in "The Stockport, Disley, and Whaley Bridge Railway Act, 1854," and terminating near the George Inn, in the township of Hayfield, in the parish of Glossop, and county of Derby, with stations, approaches, and other requisite works in connexion therewith, which railway and works will be made or pass in, from, through, or into the parishes, townships, and extra-parochial and other places following, or some of them (that is to say), Stockport Disley Stanley Disley in the county of Chester; and Glossop New Mills Beard Ollerset Thornset and Whittle Thornset Whittle Kinder Bugsworth Chinley and Brownside Brownside and Hayfield in the county of Derby. And also to cross, divert, alter, or stop up, temporarily or permanently, turnpike roads, parish roads, streets, and other highways, streams, pipes, sewers, canals, navigations, rivers, bridges, railways, and tramroads, within the parishes, townships, extra-parochial and other places aforesaid; and to purchase, by compulsion and by agreement, lands, houses, and hereditaments, for the purposes of such railway and works, and to levy tolls, rates, and duties upon or in respect of the intended railway and works, and to confer exemptions from the payment thereof, and to confer, vary, or extinguish other 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 Stockport, Disley, and Whaley Bridge Railway Company, or any or either of them, and the intended Railway Company to enter into and carry into effect contracts with reference to the maintenance, management, working, and using by the contracting Companies, or any or either of them, of the intended railway and works, and the traffic thereon, and all matters incidental thereto. Also to empower the Manchester, Sheffield, and Lincolnshire Railway Company, and the Stockport, Disley, and Whaley Bridge Railway Company, or either of them, to take shares in and subscribe towards the undertaking of the intended Company, or any part thereof; and to guarantee to or for the intended Company interest, dividends, annual or other payments, and the principal and interest of their mortgage or bond debt, and for such purposes and the purposes of the Bill to raise further capital by the creation of new preferential and other shares or stock in their respective undertakings, and to borrow money.

And, so far as requisite for the purposes of the bill, to amend the following Acts or some of them—viz., local and personal Acts, 8 and 9 Victoria, chapter 156; 9 and 10 Victoria, chapters 67, 80, 152, 182, 183, 184, 193, 204, 231, 232, 244, 248, 261, 269, 309, 328, 331, 359, 368, and 369; 10 and 11 Victoria, chapters, 73, 107, 114, 118, 121, 132, 139, 159, 178, 188, 228, 270, 271, 278, and 294; 11 and 12 Victoria, chapters 60 and 130; 12 and 13 Victoria, chapter 74; 15 and 16 Vic.

toria, chapters 28, 94, 98, and 105; 16 and 17 Victoria, chapters 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Victoria, chapters 200 and 201; 18 and 19 Victoria, chapters 130 and 146; 19 and 20 Victoria, chapter 123; 20 and 21 Victoria, chapters 98 and 108; 21 and 22 Victoria, chapters 130 and 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 17 and 18 Victoria, chapter 200; 18 and 19 Victoria, chapter 130; and 20 and 21 Victoria, chapter 98, relating to the Stockport, Disley, and Whaley Bridge Railway Company.

And notice is hereby given, that plans and sections of the proposed railway and works, a book of reference to such plans, 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 co. of Chester, at his office at Chester, in that county; and with the Clerk of the Peace for the county of Derby, at his office at Derby, in that county; and that on or before the 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 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 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 10th day of November, 1859.

Hoddings, Townsend, and Lee, 7, Delahay-street, Westminster, Solicitors for the Bill.

Stockport, Disley, and Whaley Bridge Railway Company.

(Additional Capital and Powers; Powers to London and North Western Railway Company; and Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to empower the Stockport, Disley, and Whaley Bridge Railway Company (hereinafter called the Company) to raise additional capital for the purposes of their existing undertaking by the issue of new shares with or without a preferential or guaranteed dividend or other privileges attached thereto, and by borrowing, and to empower the London and North Western Railway Company, if they shall so think fit, to subscribe towards and take and hold shares in the undertaking of the Company.

And it is also intended by such Bill to amend the powers and provisions of the Acts following relating to the Stockport, Disley, and Whaley Bridge Railway Company: to wit, local and per-

sonal Acts 17 and 18 Victoria, chapter 200; 18 and 19 Victoria, chapter 130; and 20 and 21 Victoria, chapter 98, and to provide for the transfer either in whole or in part to the debit of the capital of the Buxton Extension Railway, authorised by the said thirdly-mentioned Act, the cost of the Junction Railway authorised by the said secondly-mentioned Act, and to make the last mentioned railway either wholly or partly a portion of the Buxton Extension Railway.

And it is also intended, so far as may be requisite (for the purposes of the said Bill, to amend the powers and provisions, or some of them, of the several Acts relating to the London and North Western Railway Company, to wit: local and personal Acts 8 and 9 Victoria, cap. 156; 9 and 10 Victoria, caps. 67, 80, 152, 182, 183, 184, 193, 204, 231, 232, 244, 248, 261, 269, 309, 328, 331, 359, 368 and 369; 10 and 11 Victoria, caps. 73, 107, 114, 118, 121, 132, 139, 159, 178, 188, 228, 270, 271, 278, 294; 11 and 12 Victoria, caps. 60 and 130; 12 and 13 Victoria, cap. 74; 15 and 16 Victoria, caps. 28, 94, 98 and 105; 16 and 17 Victoria, caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Victoria, caps. 200 and 201; 18 and 19 Victoria, caps. 130 and 146; 19 and 20 Victoria, cap. 123; 20 and 21 Victoria, caps. 98 and 108; 21 and 22 Victoria, caps. 130 and 131; and 22 and 23 Victoria, caps. 2, 88, 113 and 134.

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 15th day of November, 1859.

Hoddings, Townsend, and Lee, 7, Delahay-street, Westminster.

Swift, Wagstaff, and Blenkinsopp, Great George-street, Westminster, Solicitors for the Bill.

Hay Railway.

(Sale to the Hereford, Hay, and Brecon Railway Company; Amendment of Acts and other purposes.)

NOTICE is hereby given, that the Hereford, Hay, and Brecon Railway Company, intend to apply to Parliament, in the next session, for leave to bring in a Bill to effect the following, or some of the following (amongst others) objects:

To authorize the sale and transfer by the Hay Railway Company of their undertaking, works, lands, estate, property, powers, and privileges, to the Hereford, Hay, and Brecon Railway Company, and to authorize that Company to make such purchase, and accept such transfer, upon such terms and conditions, and for such considerations as may have been or may be agreed upon between the said two Companies, or as may be fixed and determined in and by the intended Act, and to enable the Hereford, Hay, and Brecon Railway Company to apply their funds towards such purposes.

To enable the Hereford, Hay, and Brecon Railway Company to use and work the Hay Railway, or some part or parts thereof if they shall think fit so to do, and to take tolls in respect thereof, and to alter the tolls now taken thereon, and to confer, vary, or extinguish exemptions from the payment of tolls, to take and appropriate for the purpose of constructing the Hereford, Hay, and Brecon Railway such part of the Hay Railway as may be found necessary; and if found desirable, to discontinue the use and working of the whole or some part or parts of the Hay Railway, and to sell the lands, estates, and property con-

nected therewith, and to confer, vary, or extinguish certain rights and privileges connected with the Hay Railway and works, and to confer others.

To enable the shareholders in the Hay Railway Company to receive at their option, either a payment in money or in fully paid up shares of the Hereford, Hay, and Brecon Railway Company, and if necessary to dissolve the Hay Railway Company and wind up its affairs.

For all or any of the above purposes to repeal or amend and extend the powers and provisions of the local and personal Act relating to the Hay Railway Company of the 51st George the 3rd, chapter 122, and to amend, extend, and enlarge, consolidate or repeal, the powers and provisions of "The Hereford, Hay, and Brecon Railway Act, 1859."

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

Dated this 5th day of November, 1859.

*David Thomas, Brecon ;
Smith & Shepherd, 15, Golden-
square, London ;
Solicitors for the Bill.*

London, Brighton, and South Coast Railway Company.

(Croydon to Balham Hill).

Construction of Railway from Croydon to the West End of London and Crystal Palace Railway at Balham Hill, with Branch to the Norwood Junction Station. Additional capital; Amendment of Acts.

A PPLICATION is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to confer further powers upon the London, Brighton, and South Coast Railway Company, hereinafter called "the Company," and to authorize the Company to make and maintain the railway and branch railway hereinafter mentioned, with stations, approaches, works, and conveniences connected therewith, and to effect the objects following, or some of them, that is to say:

A railway commencing from and out of the Main Line of the London, Brighton, and South Coast Railway, at a point about three hundred and eighteen yards north of the north face or end of a bridge carrying a road called the St. James Road, in the parish of Croydon, over the said railway, and terminating by a junction with the West End of London and Crystal Palace Railway, at a point about fifty three yards east of the centre of a bridge carrying the said last mentioned railway, over a certain private road called the Bedford Hill Road, in the parish of Streatham, in the said county of Surrey; and also a branch railway commencing from and out of the said proposed railway at a point, in a Wood belonging to the Archbishop of Canterbury, in the occupation of John Rogers, in the said parish of Croydon, where the said proposed railway is intended to cross a public road leading from Croydon aforesaid to Penge, in the said county of Surrey, and terminating by a junction with the said main line of the London, Brighton, and South Coast Railway, at a point about two hundred and three yards south of the south end of the platforms of the Norwood Junction Station of the said main line of the London, Brighton and South Coast Railway, in the said parish of Croydon, and which said intended railway, branch railway, and works 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): Croydon, Norwood, Streatham, and Tooting, in the said county of Surrey.

To stop up, alter the line or levels, or divert or cross on the level, any turnpike or other roads or ways, railways, or canals which it may be necessary or convenient to cross, stop up, alter, or divert for the purposes of the said intended railway, branch railway, and works; and to purchase and take by compulsion lands, houses, and hereditaments, to be described on the plans hereinafter mentioned, and to purchase other lands by agreement; and to vary or extinguish all rights and privileges which would in any manner interfere with the objects of the Bill.

To levy tolls, rates, and duties upon or in respect of the said intended railway, branch railway, and works; and to alter the tolls, rates, and duties which the Company are now authorized to levy; and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties.

To apply, for the purposes of the said Bill, any funds which the Company have already raised or are now authorised to raise, and other monies of the Company; and to enable the Company to raise further sums of money, and to create new shares and Stock in the capital of the Company, with or without any guarantee, or preference, or priority in payment of interest or dividend over the ordinary capital of the Company, and other special privileges, and to confer upon them further powers of borrowing money on Mortgage or Bond, or raising money by the issue of Debenture Stock.

To amend or repeal the powers and provisions, or some of the powers and provisions of the Acts of Parliament following, or some of them relating to the Company, viz.: Local and Personal Acts, 5th and 6th William 4th, chapter 10; 6th and 7th William 4th, chapter 121; 7th William 4th, and 1st Victoria, chapter 119; 1st and 2nd Victoria, chapter 20; 2nd and 3rd Victoria, chapter 18; 3rd and 4th Victoria, chapter 129; 6th and 7th Victoria, chapters 27 and 62; 7th and 8th Victoria, chapters 67, 91, 92, and 97; 8th and 9th Victoria, chapters 52, 113, 196, 199, and 200; 9th and 10th Victoria, chapters 54, 63, 64, 68, 69, 83, 234, 281, and 283; 10th and 11th Victoria, chapters 167, 244, and 276; 11th and 12th Victoria, chapter 136; 16th and 17th Victoria, chapters, 41, 86, 88, and 100; 17th and 18th Victoria, chapters 61, and 68; 18th and 19th Victoria, chapters 114 and 169; 20 and 21st Victoria, chapter 72; 21st and 22nd Victoria, chapters 57, 84, 101 and 118; and 22nd and 23rd Victoria, chapter 69.

To incorporate with the Bill "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Railways Clauses Consolidation Act, 1845," or some parts thereof respectively.

Maps, plans, and sections, describing the direction, line, and levels of the intended railway, branch railway, and works, and the lands and houses which may be taken for the purposes thereof, with books of reference to such plans, containing the names of the owners, leasees, and occupiers of such lands and houses, and a copy of this notice as published in the London Gazette, will on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office, in Lambeth, in the said county; and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and books of reference, as relates to each parish and extra-parochial place in or through which the said intended railway, branch railway, and works, will be made, or in which any lands or houses which may

be taken are situate. and a copy of the Gazette Notice will be deposited, as follows, in respect of parishes and places within the Wandsworth District, with the Clerk of the District Board, of that district, at his office, at Battersea Rise, Wandsworth, in the said county of Surrey, and in respect of the parish of Croydon, with the Parish Clerk of such parish, at his residence.

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

Dated this Twelfth day of November, 1859.

Sutton and Ommamney, 6, Bassinghall Street, London, Solicitors for the Bill.

Great Northern and Metropolitan Junction Railway.

(Construction of Railway; Incorporation of Company; Powers of Construction and Contribution of Capital, &c., to Great Northern and Metropolitan Railway Companies; Agreement Powers to same Companies and a new Company and Midland Railway Company; 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 with all or some of the following powers and provisions:

To make and maintain, with stations, works, and conveniences, a line of railway commencing by a junction with the Great Northern Railway at or near the point where that railway crosses under the Regent's Canal, in the parish of Saint Pancras, in the county of Middlesex, and terminating by a junction with the Metropolitan Railway as authorised to be made by "The Metropolitan Railway Deviations Act, 1859," at or near the point where the same railway is shown on the plans thereof, referred to in the said Act as intended to pass King's-cross, in the parish of Saint Pancras and county of Middlesex, and which is intended to be made in the several parishes of Saint Pancras and Saint Mary, Islington, in the county of Middlesex, or one of them.

For the compulsory purchase of the lands and houses described on the plans hereafter mentioned; to divert, alter, stop up, temporarily and permanently, highways, streets, courts, passages, and thoroughfares, and to authorise the appropriation and use of any of them so stopped up, and to alter and remove all gas, water, and electric and other pipes and apparatus which may be necessary for the works; to alter and divert sewers and drains, and to make new sewers and drains in the parishes aforesaid; to make the railway and works under, and appropriate the soil below any roads or streets within the limits of deviation shown on the plans hereinafter mentioned; to levy tolls, rates, and duties; to alter existing tolls, rates, and duties; to confer, vary, or extinguish exemptions from payment of tolls, rates, and duties, and other rights and privileges to vary or extinguish any rights and privileges which would interfere with the objects of the said intended Act.

To incorporate in the 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 incorporate a Company, or to empower the Great Northern Railway Company and the Metropolitan Railway Company, either jointly or severally, and either with or without the co-operation of a new Company, to make and maintain, use,

and work the intended railway, to regulate and take tolls, rates, and charges thereon; to appoint joint committees, or to contribute capital which they are respectively authorised to raise, or to raise additional capital by the issue of new shares with or without any preference, and by mortgage, or to guarantee a fixed or other interest or dividend on the capital required for the construction of the new line, and to create an additional and distinct capital and keep separate accounts of receipts and disbursements in respect of said intended line, and a division of profits to arise therefrom; and to enter into contracts with the Company in respect of such powers.

To authorise or confirm agreements between the new Company and the Great Northern, the Metropolitan and the Midland Railway Companies, or any of them, touching the working and use of the intended railway and the Metropolitan Railway, and the stations, works, and conveniences connected therewith, and the interchange of traffic passing over the said intended railway to and from and over their respective undertakings, and the apportionment of the tolls, rates, and charges to arise therefrom.

To relinquish the construction of the branch railway from the Metropolitan Railway to the Great Northern Railway, as authorised by the "Metropolitan Railway (Great Northern Branch and Amendment) Act, 1856."

To alter, amend, and enlarge, or to repeal some of the powers and provisions of the several local and personal Acts following, namely, 17 and 18 Vic. cap. 221; 19 and 20 Vic. cap. 119; 22 and 23 Vic. cap. 97; and the several other Acts relating to the Metropolitan Railway Company, "the Great Northern Railway Acts, 1846," and the several other Acts relating to the Great Northern Railway Company, and the 7 and 8 Vic. cap. 18, and other Acts relating to the Midland Railway Company.

And notice is hereby further given that duplicate, plans and sections of the intended railway and works, together with a book of reference to such plans, and a published map with the line of railway marked thereon, 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 Middlesex, at his office, at the Sessions-house, Clerkenwell. And on or before the said 30th of November so much of the said plans, sections, and books of reference as relates to each of the said parishes, together with a copy of this notice, will be deposited as follows:—in respect of the parish of St. Mary, Islington, with the vestry clerk of that parish, at his residence, No. 6, Albion-place, Thornhill-road, Islington; and in respect of the parish of St. Pancras, with the vestry clerk of that parish, at the Vestry Office, King's-road, Pancras-road.

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 16th day of November, 1859.

Metropolitan Railway.

(Additional Lands—Alterations of certain Works, and of Provisions as to Time for Completion of Railway—Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by the Metropolitan Railway Company, hereinafter called the Company, for leave to bring in a Bill for the following purposes, or any of them, that is to say:

For the improvement of the intended Paddington Terminus of the railway, and for providing stations, buildings, approaches, and other works and conveniences, in connection with and near such terminus, to authorise the Company to acquire, compulsorily or otherwise, certain lands and houses in the parish of Paddington, situate between London-street, Conduit-street, Spring-street, and Conduit-place, or abutting into and upon such streets and place.

For improving and widening the line of railway, and for increasing the limits of lateral deviation within which the railway may be made, and for other the purposes of the works connected with the railway, to authorise the Company to acquire, compulsorily or otherwise, lands, houses, and property on, abutting upon or in and near Praed-street, and on each side of such street, commencing at or near London-street, and terminating at or near the Edgware-road, all in the parish of Paddington.

To revive the powers of compulsory purchase given by the Metropolitan Railway Act, 1854, in respect of certain lands and houses shown on the plans deposited in November, 1853, in respect of the works authorised by such Act, and numbered on such plans and in the book of reference thereto, 34, 35, and 36, in the parish of Paddington, and to authorise the Company to purchase and take such lands and houses, which said lands and houses are situated in South Wharf-road, near the junction thereof with London-street.

To authorise the Company, for the purposes of their railway and works, and for the improvement thereof, and for extending the limits of lateral deviation within which the railway and works may be made; to acquire compulsorily certain lands, houses, and property situate on and near the part of the authorised line of railway from a point at or near the authorised passage of the intended railway under the Edgware-road, and the point where the railway would intersect Stafford-street, all in the parish of Marylebone.

To divert the street called Mitcham-street at and near to its junction with Middlesex-mews and Stafford-street aforesaid, all in the parish of Marylebone.

To alter the level of Burnes-street, at or near the authorised intersection of such street by the Railway, in the parish of Marylebone.

To authorise the Company to acquire compulsorily for the construction of stations, and for other the purposes of the railway, certain lands, houses and property situate at or near the junction of Baker-street and York-place, with the road formerly called the New-road, and now the Marylebone-road, in the parish of Marylebone.

To authorise the Company for the purposes of the Railway, and for extending the limits of lateral deviation within which the same may be made, and for station accommodation and other purposes, to acquire compulsorily lands and houses from a point at or near the eastern side of Park-square East, in the parish of Marylebone, to or near to the junction of Southampton-street, with the road formerly called the New-road, and now the Euston-road, in the parish of St. Pancras.

To authorise the Company to acquire compulsorily for the purposes of stations, communications with the railway and other works connected with the railway, lands, houses, and property at and near the following places or any of them, that is to say, at or near the Hampstead-road and Tottenham-court-road, at and near the intersection of such roads by the Euston-road, formerly called the New-road; also at or near the part of the said Euston-road, where Gower-street, and

George-street unite with such road; also at or near the square called Euston-square, at or near where such road intersects such square; and also a certain plot of land in front of the Great Northern Railway Station, and abutting upon or near the Euston-road aforesaid, all such last-mentioned lands, houses, and property, being in the parish of St. Pancras.

To authorise the Company to alter the line, or levels, or stop up any street, road, court, passage, or footway, and to appropriate and use the subsoil of streets, roads, or ways, and the surface of any street, roadway, footway, court or passage which may be stopped up or diverted.

To authorise the Company to purchase by compulsion the lands, houses and property to be described on the plans hereinafter mentioned, and also for the purpose of depositing the soil excavated in the execution of the works, to purchase other lands by agreement, although situated at a distance from the railway and works, and to authorise the lease of lands and the acquisition of any right or easement in or over the same for such purposes or any other purposes connected with the railway.

To authorise the Company and the Corporation of the city of London to agree with reference to a communication between the Metropolitan Railway and the intended new markets in Smithfield, or the use of any of the approaches or new streets to be made by the corporation, or the subsoil thereof, for that purpose, and the payments to be made by either party towards the construction, maintenance, and use of such communication, and to enable such parties to carry any such agreement into effect.

To alter, amend, and enlarge, or to repeal some of the powers and provisions of the Acts relating to the Metropolitan Railway, namely the Acts local and personal 17 and 18 Victoria, chapter 221; 18 and 19 Victoria, chapter 102; 19 and 20 Victoria, chapter 109; 20 and 21 Victoria, chapter 125; and 22 and 23 Victoria, chapter 97; and to extend any of the provisions of such Acts to the new works and objects contemplated by the Bill.

To extend, in respect of all the railways and works which the Company are now authorised to construct, the time limited by the said Acts, or any of them, for the completion of such railways and works or any of them.

To make further provision with respect to the sums deposited with the Court of Chancery for securing the completion of the railways and works, and to extend the time limited by the said Acts, for the required expenditure; and to alter, define, and regulate the amount of capital to be raised and expended, and the periods of repayment.

To amend the 18th section of the said Act, 19 and 20 Victoria, chapter 109, and to authorise other arrangements with respect to the division of the shares into two classes.

To authorise the Company to levy rates, tolls, and duties, for the use of any of the works, to be authorised by the Bill, and to alter existing or authorised rates, tolls, and duties, and to vary or extinguish exemptions therefrom.

To amend and explain so much of the 172nd section of the Metropolitan Railway Act, 1854 (17 and 18 Victoria, cap. 221), as relates to the construction of works under the subterranean passage in Park-square; and to authorise the Company temporarily to interfere with the same, subject to the restoration thereof as may be provided in the Bill.

To increase the number of directors, and to regulate their appointment.

To vary or extinguish any rights or privileges which would interfere with the objects of the Bill.

Maps, plans, and sections describing the direction, line, situation, and levels of the said intended works, and the lands and houses in and through which the same may be made, and the lands and houses intended to be taken compulsorily under the powers of the Bill, with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands and houses which may be taken under the powers of the Bill, 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 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, sections, and books of reference, as relates to each of the said parishes aforesaid, in or through which the said intended works will pass, and the lands and houses to be taken are situate, together with a copy of this notice, will be deposited as follows:—In respect of the parish of Paddington, with the vestry clerk of that parish, at his office at the Vestry Hall, in the Harrow-road; in respect of the parish of Marylebone with the vestry clerk of that parish, at his office at the Court House, in Marylebone-lane; and with respect to the parish of St. Pancras, with the vestry clerk of that parish, at his office in the King's-road, Pancras-road.

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 15th day of November, 1859.

Burchells, 5, Broad Sanctuary, Westminster.

Brighton Improvement.

(Power to the Corporation of Brighton to Improve and Widen streets—to Construct an Abattoir—to Provide Pleasure Grounds—to Provide and Regulate Markets—to Provide Gas and Water and Purchase Works of existing Gas and Water Companies—to Consolidate and Levy Rates—to Demise Lands—to Require Accounts from London, Brighton, and South-Coast Railway Company—Provisions for the Improvement and Management of the Borough—Repeal 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 improve the borough of Brighton, in the county of Sussex (hereinafter called the borough), and to make provision for the good government and management thereof, and for the regulation and simplification of rating therein; and it is proposed by the said Bill to take powers for the following, or some of the following purposes, that is to say;—

1st. To repeal, alter, or amend, the following local Acts, that is to say:—An Act passed in the sixth year of the reign of King George the IV., intituled, "An Act for the better regulating, paving, improving, and managing the town of Brightelmstone, in the county of Sussex, and the poor thereof;" an Act passed in the thirteenth year of the reign of Queen Victoria, intituled, "An Act to enable the Commissioners acting under an Act passed in the sixth year of the reign of His late Majesty King George the IV., for better regulating, paving, improving, and man-

aging the town of Brightelmstone, in the county of Sussex, and the poor thereof; to purchase, improve, and manage the Royal Pavilion, at Brighton, and the grounds thereof, and to enlarge, extend, and apply the powers and provisions of the same Act with reference thereto;" and "The Brighton Commissioners Transfer Act, 1855."

2nd. To confer on the mayor, aldermen, and burgesses of the borough of Brighton (hereinafter called the Corporation), powers for better draining, lighting, paving, cleansing, supplying with water, regulating, and improving the borough, and the several streets, roads, lanes, streams, drains, watercourses, and other public and private ways and places within, near, or adjoining the limits thereof, and for repairing the same; and to improve the sanitary condition of the borough, and to vest in the Corporation the sea beach, in or adjoining to the borough, and the carriage-ways and foot-ways, the lawns, and pleasure-grounds enclosed, and to be enclosed, in all squares and all areas made, and to be made, in front of dwelling houses in the borough.

3rd. To enable the Corporation to widen existing streets, roads, and ways in the borough, as follows (that is to say):—

(1.) To widen the Queen's road on the east side thereof, from the Brighton terminus of the London, Brighton, and South-Coast Railway, to the Colonnade Hotel, at the corner of the Queen's road and Gloucester lane.

(1A.) To widen Gloucester-lane aforesaid from the said Colonnade Hotel to Over-street.

(1B.) To widen the Queen's-road aforesaid on the west side thereof, from its junction with Church-street, to a slaughter house, cart shed, and yard, now, or late in the occupation of Michael Hills.

(1C.) To widen the Queen's-road aforesaid on the east side thereof, from a counting house now or late belonging to Hirlip Hedgcock to the White Lion Inn, at the corner of Queen's-road and North-street.

(1D.) To widen the north side of North-street aforesaid, from the said White Lion Inn to a wall belonging to the Corporation, adjoining on the east to a house occupied by George Attree.

(1E.) To widen North-street aforesaid on the south side thereof, from a house, No. 54, in North-street to Ship-street.

(1F.) To widen North-street aforesaid on the south side thereof, from a wall belonging to the Corporation adjoining on the east to a house occupied by Thomas Shearman, No. 73, North-street, to a house, No. 76, North-street, in the occupation of Joseph Wood.

(1G.) To widen North-street and West-street on the south side of North-street, and the east side of West-street, from the junction of West-street and North-street to a house, No. 59, West-street, in the occupation of Richard Palmer.

(1H.) To widen Duke-street on the north side thereof, from West-street to Ship-street.

1I.) To alter the levels of the several streets aforesaid, and of the streets immediately adjoining thereto.

(2.) To widen North-lane from its junction with the Queen's-road to its junction with Marlborough-place.

(2A.) To widen Black Lion-street on the east side thereof, from its junction with Prince Albert-street to a private road on the south side of a house, No. 36, Black Lion-street, now or late in the occupation of William Montgomery, and, on the west side thereof, from a passage called Saunders'-buildings to the King's-road.

(2B.) To widen Market-street on the east side thereof, from a wall belonging to the Corporation,

through a house and yard called the Myrtle Tree, now or late in the occupation of Henry Thorp.

(2c.) To widen Jubilee-street on the east side thereof, from its junction with Church-street to a house, No. 70, Jubilee-street, now or late in the occupation of William Giles.

All which said works will be situate in the parish of Brighton, in the county of Sussex.

4th. To enable the Corporation to construct an abattoir in the parish of Preston, in the said county, near the junction of the Preston boundary-road with the Ditchling-road, and to prevent the slaughter of animals in the borough.

5th. To enable the Corporation to demise, on terms for years or otherwise, the property vested in them by virtue of the said Acts, or some of them.

6th. To enable the Corporations to provide pleasure grounds for the use of the inhabitants of the borough, and to vest in the Corporation all lands held for the general benefit of such inhabitants, and to purchase all outstanding interests therein.

7th. To require the London, Brighton, and South-Coast Railway Company to render to the Corporation accounts of the coal, culm, charcoal, ashes, and cinders brought by that Company into the borough.

8th. To enable the Corporation to supply and light, or to contract to supply and light, with gas or otherwise, the streets, roads, lanes, and other public passages and places within the borough, and to erect any gasometers or other works for making and supplying gas, and to provide and lay down under or through any public or private lands, streets, roads, ways, courts, and thoroughfares within the borough all necessary mains, pipes, and other works and apparatus for the purposes of the supply of such gas within the borough, and to purchase by agreement or take on lease the whole or any part of the works and properties of the Brighton Gas Light and Coke Company, and the Brighton and Hove General Gas Company, or either of them, and for that purpose to alter, extend, amend, or enlarge all or any of the Acts of Parliament in force relating to the said Gas Companies or either of them.

9th. To enable the Corporation to supply, or contract to supply, water for the use of the inhabitants of the borough, and for any public wells, baths, and washhouses within the same, and for cleansing the streets, roads, lanes, and other public places within the borough, and for extinguishing fires within the borough, and to levy rates or rents for such supply, and to purchase by agreement or take on lease the whole or any part of the works and properties of the Brighton, Hove, and Preston Constant Service Water Works Company, and for that purpose to alter, amend, extend, or enlarge the following Acts (that is to say) "The Brighton, Hove, and Preston Constant Service Water Works Act, 1854," and "The Brighton, Hove, and Preston Constant Service Water Works Act, 1857."

10th. To enable the Corporation to provide, regulate, and maintain markets and market places within the borough, and to take tolls and rents for the use of the said markets and market places.

11th. To enable the Corporation or its officers to enter upon any lands or buildings for the purposes of inspection, and of executing any work to be authorized by the intended Act.

12th. To enable the Corporation to purchase, compulsorily or by agreement, all manors, lands, houses, buildings, hereditaments, and other property required for the purposes of the intended Act, or any of them, and to alter, vary, or extinguish all existing rights connected therewith, and

to make bye-laws for all or any of the purposes of the same Act.

13th. To enable the Corporation to levy rates, assessments, or other payments within the borough for the purposes of the intended Act, or any of them, and for defraying the cost of obtaining and executing the intended Act, and to confer, vary, or extinguish exemptions from payment of rates, assessments, and other payments, and to levy penalties for breaches of all or any of the provisions of the intended Act, and to consolidate the rates leviable by the Corporation, or some of them, to alter, regulate, and simplify the mode of making and levying rates, assessments, or payments now existing in the borough, to vary or extinguish existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from payment of tolls, rates, or duties.

14th. To enable the Corporation to borrow money on the credit of the tolls, rates, and duties to be levied under the powers of the intended Act, or by mortgage of the lands, property, rents, and revenues of the Corporation, or on debenture, bond, or otherwise, for all or any of the purposes of the intended Act.

15th. To incorporate with the intended Act the whole or some portion of the following Acts, viz.: "The Lands Clauses Consolidation Act, 1845," "The Towns Improvement Clauses Act, 1847," "The Town Police Clauses Act, 1847," "The Gas Works Clauses Act, 1847," "The Markets and Fairs Clauses Act, 1847," "The Commissioners Clauses Act, 1847," and "The Water Works Clauses Act, 1847."

Duplicate plans shewing the line and situation of the improvements and works proposed to be constructed, and the lands and houses proposed to be taken, and duplicate sections shewing the levels of such works, and a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands and houses intended to be taken or used (or which may be taken or used), together with a copy of this notice, as published in the London Gazette, will, on or before the 30th day of this instant November, be deposited for public inspection at the Office of the Clerk of the Peace for the county of Sussex, at Lewes, in the said county, and on or before the same day a copy of so much of such plans, sections, and books of reference as relates to each of the said parishes, together with a copy of the said Gazette notice, will be deposited with the parish clerk thereof at his place of abode.

Printed copies of the intended Act, as proposed to be introduced into Parliament, will be deposited in the Private Bill Office of the House of Commons, and in the Parliament Office, on or before the 23rd day of December next.

Dated this fifteenth day of November, 1859.

C. Sharood, Town Clerk, Brighton.

Faringdon Railway.

(Incorporation of Company; Construction of Railway from Great Western Railway to Faringdon; Working Arrangements with Great Western Railway Company; Power to Use Part of their Line, &c.; 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, to confer on the Company so to be incorporated (among others) the several powers hereinafter mentioned, or some of them, and to empower such Company to make and maintain the railway hereinafter described, together

with all necessary and proper stations, works, conveniences, and approaches connected therewith, that is to say, a railway commencing by a junction with the rails of the Great Western Railway at a point on that railway at or near the sixty-sixth and one quarter mile-post thereon, measuring from London, in the township of Balking, otherwise Baulking, and county of Berks, and terminating at the town of Faringdon, in or near a certain close or piece of meadow or pasture land, known by the name of the Butts Close, situate on the east side of Butts-lane, the property of Mr. James Reynolds, and in the occupation of Mr. John Hookins, in the parish of Great Faringdon, and county of Berks, and which said intended railway will be situate in, or will pass from, through, or into the several parishes, townships, and places following, or some of them, that is to say, Balking, otherwise Baulking, Balking-cum-Woolstone, otherwise Baulking-cum-Woolstone, Uffington, Kingstone-Lisle, Sparsholt, Woolstone, Shellingford, Shrivenham, Fernham, Longcot, Little Coxwell, Faringdon, Great Faringdon, Littleworth, Wadley, Wickensham, Port, and Westbrook, all in the county of Berks :

And it is intended by the said Bill to confer powers for all or some of the following purposes (that is to say) :—

To form a junction with the rails of the Great Western Railway at the proposed point of junction therewith, and otherwise to interfere with the said railway and the works thereof :

To deviate from the line of the said intended railway to such extent as shall be laid down on the plans thereof to be deposited as hereinafter mentioned :

To cross under, over, or on the level, and to divert, alter, stop up, take down, or substitute, either temporarily or permanently, all turnpike roads, public highways, and other roads, footpaths, streets, bridges, rivers, streams, sewers, drains, ways, watercourses, and works within or adjoining the said parishes, townships, and places aforesaid, or any of them, which it may be necessary or expedient so to cross, divert, alter, stop up, take down, or substitute :

To purchase by compulsion and by agreement the lands, houses, and hereditaments required for the purposes of the said intended railway, and the works connected therewith :

To vary or extinguish all rights and privileges connected with such lands, houses, and hereditaments, and all other rights and privileges which would in any manner interfere with the construction, maintenance, and use of the said railway :

To levy tolls, rates, duties, and charges upon or in respect of the said intended railway and Works, or for the use thereof, and to alter existing tolls, rates, duties, and charges :

To confer, vary, or extinguish such exemptions from the payment of tolls, rates, duties, and charges, as may be thought expedient, and to confer, vary, or extinguish other rights, privileges, and exemptions :

To raise a joint-stock or capital, and borrow money for the purposes of the said undertaking :

To vest in the Company to be incorporated by the said Bill, and to make applicable to the objects of the Bill, all or some 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 all other necessary powers and provisions.

To enable the Company to be incorporated by the said Bill, and all persons interested in any lands, houses, or hereditaments, which may be taken or required for the purposes of the said intended rail-

way and works, and all persons having or claiming right to demand any tolls or charges on goods or other articles, whatever the nature or extent of their rights or interests, to contract and agree for the purchase, acquisition, sale, transfer, and extinguishment thereof, and to enable all such persons to take and accept rent-charges, mortgages or bonds of the proposed Company, shares in the undertaking, or other payments in compensation for the lands, houses, or hereditaments to be taken or used, or the tolls or charges, or rights, or interests to be conveyed, acquired, or extinguished.

To enable the Company to be incorporated by the said Bill, and all corporations and persons lawfully using the said intended railway, to use, run, and pass over, with engines and carriages, that portion of the line of the Great Western Railway Company which lies between the proposed point of junction therewith, and the station of the Great Western Railway commonly known as the "Faringdon-road Station," and to use the said station, and the booking-offices, waiting-rooms, watering places and conveniences, at or connected with the said station, or on the line of and adjoining the said railway, and to fix and determine the amount of tolls, rates, and charges which shall be paid to the Great Western Railway Company for the use of the same, and, if necessary, to alter and limit the tolls, rates, and charges now authorized to be levied and demanded by the Great Western Railway Company for the use thereof :

To enable the Company to be incorporated by the said Bill and the Great Western Railway Company to enter into and carry out such agreements as they may think fit, and to make provision for the use, reciprocally or otherwise, of the railways belonging to such respective companies, and the stations, booking-offices, watering places, works, and conveniences connected therewith, subject to such rules and regulations, upon such terms and on payment of such rates, tolls, rents, or other payments as shall be agreed on or otherwise settled, or as may be fixed by the said Bill.

To enable the Company to be incorporated by the said Bill and the Great Western Railway Company to enter into and carry into effect such contracts, arrangements, or agreements for or with reference to the working, management, maintenance, and use by the Great Western Railway Company of the said intended railway and works, the regulation, management, interchange, working, and direction of the traffic upon or over the railway, the supply and maintenance of engines, carriages, trucks, and waggons for the same, the fixing, levying, collection, division and apportionment of the tolls, rates, duties, charges, income, and profits received in respect of such traffic, the costs and expenses of such working, management, maintenance and use, and the payments to be made for, or in respect thereof.

To alter or amend, so far as may be necessary, the several Acts, (local and personal) relating to the Great Western Railway Company, or some of them, passed in the 5th and 6th, and the 6th years of the reign of his late Majesty, William the 4th, and in the 1st, the 2d, the 3d, the 3d and 4th, the 4th and 5th, the 5th (session 2), the 6th, the 7th, the 7th and 8th, the 8th and 9th, the 9th, the 9th and 10th, the 10th and 11th, the 11th and 12th, the 13th, the 13th and 14th, the 14th and 15th, the 15th and 16th, the 16th and 17th, the 17th and 18th, the 18th and 19th, the 19th and 20th, the 20th and 21st, the 21st and 22d, the 22d, and the 22d and 23d years of the reign of her present Majesty, and all other Acts relating, directly or indirectly, to the Great Western Railway Com-

pany, or their undertaking, or to any railway or Company connected therewith.

Duplicate plans and sections describing the line, situation, and levels of the said intended railway and works, and the lands, houses, and hereditaments which may be required for the same, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and hereditaments, and a published map with the intended 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 November instant, be deposited, for public inspection, with the Clerk of the Peace for the county of Berks, at his office in Abingdon, in the same county, 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 in or through which the said intended railway and works will be made or will pass, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the parish clerk of each such parish at his place of abode.

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

Dated this eighth day of November, 1859.

George J. Haines, } Faringdon, Joint
Geo. F. Crowdy, } Solicitors;
Deans and Rogers, 20, Great George-street,
Westminster, Parliamentary Agents.

Norwich (Corporation),

Markets, Fairs, and New Streets.

(Extension and better Regulation of Markets and Fairs, Establishment of New Markets, Acquisition of Lands, New Streets, Raising Money, Power to Levy Rates, and to Lease Rates, Alteration of Charters, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session for leave to bring in a Bill to enable the Mayor, Aldermen, and Citizens of the City of Norwich and county of the same city (hereinafter called "the Corporation") to extend and enlarge the sites of the existing markets and fairs, and other conveniences, within the said city and county, for the sale of cattle, horses, sheep, pigs, and other animals, and of hides, skins, and of hay, straw, provisions, and other marketable commodities, and to authorise the corporation to make rules and bye-laws for the regulation of all such markets and fairs, or any of them, and of hawkers and others exposing goods for sale in any public places within the said city and county, and to repeal or alter the existing rules and bye-laws and to do all such other things as may tend to the better carrying on of such markets and fairs, and regulating the persons attending the same, and such hawkers and other persons as aforesaid.

And if deemed expedient, power will be taken to remove the existing markets and fairs, and the weighing machines, houses, buildings, and other apparatus and conveniences used in connection therewith, or belonging to the Corporation, or some one or more of them, to more convenient sites, and to appropriate the existing sites, or some one or more of them, or parts thereof respectively to some public, or useful, or remunerative purpose.

And it is proposed to constitute the markets and fairs of the Corporation already authorised, and those to be authorised under the intended Act, the only legal markets and fairs within the limits of the Municipal Borough of Norwich, and,

as incidental thereto, to declare that all powers of charging for the standing of such animals, hides, skins, and marketable commodities as aforesaid for sale, and for the weighing and measuring of such marketable commodities, shall be vested in the Corporation, in exclusion of all others.

And the Corporation propose to take power to establish a carcase market, and to erect slaughter houses and other conveniences in connection therewith, or, if need be, separate therefrom, and to prohibit the exposing of carcases for sale in the existing markets, and to regulate or prohibit existing and future private slaughter houses, and to make all arrangements in relation to a carcase market and to slaughter houses which may be necessary.

And for the purposes aforesaid, or some of them, the Corporation intend to acquire lands, houses, and other property in the parishes of Saint Michael at Flea, Saint George of Tombland, Saint Peter per Mountergate, Saint Michael at Thorn, Saint John of Timberhill, and Saint Peter of Mancroft, some or one of them, all in the said city and county.

And the Bill will empower the Corporation to form the following new streets within the said City of Norwich and county of the same city, that is to say:—

A new street commencing at or near the premises occupied by Messrs. Minns and Foyson, Builders, and terminating at or near the North end of Golden Ball Street.

A new street commencing by a junction with the aforesaid proposed new street, at or near the West end of Pig Lane, and terminating at or near the South end of Pump Street.

A new street commencing at the bottom of Orford Hill, at or near the house and premises occupied by G. and W. Stevens, Ironmongers, and terminating at or near the East side of the Castle Inn.

All which said streets will be situate within or extend into the parishes of Saint Peter per Mountergate, Saint Michael at Thorn, Saint John, of Timberhill, and Saint Peter of Mancroft, some or one of them.

It is intended to take power to purchase by compulsion or agreement lands, houses, and hereditaments for the foregoing purposes, and any other purposes of the proposed Act, and to stop, alter, divert, or remove, temporarily or permanently public and private roads, bridges, aqueducts, drains, sewers, and pipes, and to alter, vary, or extinguish all existing rights, powers, and privileges which would impede or interfere with the objects and purposes of the intended Act.

And it is intended to authorise the Corporation to dispose by sale or exchange of any lands now vested in them, or which they may acquire under the provisions of the intended Act, in such manner and for such purposes as may be authorised by the intended Act, and to raise money by borrowing upon the security of the tolls, rates, dues, stallages, rents, remunerations, lands, houses, and other property now vested or to be vested in the Corporation, and to apply the same to all or any of the purposes of the intended Act.

And the Corporation will be authorised to levy and collect tolls, rates, dues, stallages, rents, and remunerations for the use of the present and proposed markets, fairs, slaughter houses, weighing machines, apparatus, and other conveniences, and for standing, weighing, and measuring, and for other matters, and to alter existing tolls, rates, dues, stallages, rents, and remunerations, and to confer, vary, or extinguish exemptions from tolls, rates, dues, stallages, rents, and remunerations, and other rights and privileges.

And it is intended to authorise the Corporation to lease the tolls, rates, dues, stallages, rents, and remunerations to which they are now entitled, or which they may be authorised to receive by the intended Act, or some part thereof, to any Corporation or person who may be willing to accept a lease thereof.

And the proposed Act will (if need be) alter, amend, extend, or enlarge, and in part repeal, the Royal Charters, grants, and letters patent, relating to the said city and county, and the body corporate thereof, by King Henry the 1st, in the 23rd year of his reign; by King Henry the 2nd, in the 5th year of his reign; by King Richard the 1st, in the 5th year of his reign; by King John, in the 1st year of his reign; by King Henry the 3rd, in the 13th, 39th and 40th years of his reign; by King Edward the 1st, in the 13th, 14th, 19th, and 23rd years of his reign; by King Edward the 2nd, in the 19th year of his reign; by King Edward the 3rd, in the 11th and 19th years of his reign; by King Richard the 2nd, in the 1st and 3rd years of his reign; by King Henry the 4th, in the 1st and 5th years of his reign; by King Henry the 5th, in the 5th year of his reign; by King Henry the 6th, in the 3rd, 26th, and 30th years of his reign; by King Edward the 4th, in the 1st and 22nd years of his reign; by King Henry the 7th, in the 19th year of his reign; by King Henry the 8th, in the 16th, 17th, 26th, and 30th years of his reign; by King Edward the 6th, in the 3rd year of his reign; by Queen Mary, in the 2nd and 3rd years of the reign of Philip and Mary; and by King Charles the 2nd, in the 15th year of his reign; and all other Royal Charters, grants, and letters patent relating to the said city and county.

And the Bill will incorporate wholly or in part "The Lands Clauses Consolidation Act, 1845;" "The Markets and Fairs Clauses Act, 1847;" "The Commissioners Clauses Act, 1847;" "The Towns Improvement Clauses Act, 1847;" and "The Towns Police Clauses Act, 1847."

And notice is further given, that plans describing the lands, houses, and other property intended to be taken for the purposes of the intended Act, and plans and sections of the intended new streets, and books of reference to such plans respectively, with a copy of this notice, will be deposited on or before the 30th day of November instant, with the Clerk of the Peace for the said city of Norwich and county of the same city, at his office in the city of Norwich; and on or before the same day, copies of so much of the plans, sections, and books of reference, as may relate to any parish, together with a copy of this notice, will be deposited for public inspection, with the parish clerk of such parish, at his place of abode.

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

Dated this 7th day of November, 1859.

W. L. Mendham, Town Clerk.

John Newall, 44, Parliament Street, Parliamentary Agent.

Blyth Harbour and Dock Company.

(Amendment or Repeal of existing Act; Extension of Time for Completion of Works; Acquisition of Additional Lands; Additional Tolls, &c.)

NOTICE is hereby given, that the Blyth Harbour and Dock Company (hereinafter called "the Company") intend to apply to Parliament, in the ensuing session, for an Act to effect

the following objects, or some of them; (that is to say):

To amend, extend, and enlarge "The Blyth Harbour and Dock Act, 1858," or to repeal that Act wholly or partially, and to make other provisions in lieu of such Act or parts thereof.

To extend the time for the completion of all the Works authorised by the said Act, or some parts or part thereof.

To authorise the Company to acquire by compulsion certain lands and other property in the township of Cambois, in the parish of Bedlington, in the county of Northumberland, for the purposes of their undertaking.

To authorise the Company, when they shall have acquired the Ferry across the river Blyth, which they have power to purchase, to work such Ferry, or to discontinue the same, and to establish such other ferries or ferry across the said river as they may think fit; and to make such bye-laws rules, and regulations respecting the maintenance of such ferry and the user thereof, and the tolls to be demanded and taken in respect thereof as they may consider necessary.

To authorise the Company to levy additional tolls, rates, and duties, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from tolls, rates, or duties, and to confer, vary, or extinguish other rights and privileges.

To authorise the Company to increase the number of their Directors, and to confer other powers upon the Company in reference to the completion of their undertaking, and the general management thereof.

Plans of the lands so proposed to be taken for the purposes of the Company, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited on or before the 30th day of November, 1859, with the Clerk of the Peace for the county of Northumberland, at his office at Newcastle-upon-Tyne, and with the parish clerk of the said parish of Bedlington, 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.

Stable and Dees, Solicitors, Newcastle-upon-Tyne.

John Newall, Parliamentary Agent, 44, Parliament Street.

Manchester Improvement.

(Purchase of Lands for widening Streets, for Gas Works, and for General Improvements; Conservancy of River Medlock; Amendment of Improvement and Market Acts.)

NOTICE is hereby given, that application will be made to Parliament in the next Session, by the mayor, aldermen, and citizens of the city of Manchester, (hereinafter called "the Corporation"), for an Act for all or some of the following objects and purposes (that is to say):—

To empower the Corporation to widen and enlarge the street in the township and parish of Manchester, called Mount Street, between its junction with Bancroft Street and its junction with Peter Street; also to widen and enlarge the street in the said township and parish, called David Street, between its junction with Portland Street and the Bridge carrying the same over the Rochdale Canal.

To empower the Corporation to purchase, by compulsion or agreement, lands and houses for the

purposes aforesaid, and also for the improvement of the said city, the lands and houses following, situate in the said township and parish; that is to say, certain lands adjoining to and on the northerly side of the Apple Market, near to its junction with Victoria Street and Hunt's Bank.

Certain lands and houses abutting upon Corporation Street, near its junction with Long Millgate and Miller Street, and certain other lands and houses abutting upon Corporation Street and Cock Gates, and abutting upon Corporation Street and Hydes Cross; also certain lands and houses on the westerly side of and abutting upon Bancroft Street, where the same is intersected by Back Lloyd Street; also for the purposes of their Gas Works, certain lands and houses adjoining the Lancashire and Yorkshire Railway, Back Irk Street and the Gas Works of the Corporation, also in the same township and parish.

To vary or extinguish all existing rights and privileges in any way connected with the lands and houses proposed to be purchased, which would in any manner impede or interfere with the objects of the intended Act, and to confer other rights and privileges.

To stop up, alter, or interfere, either temporarily or permanently, with such streets, roads, and ways as may be requisite for the purposes of the intended Act.

To empower the Corporation to sell upon chief rent all or any portion of the Deansgate Shambles and the Victoria Shambles.

To make further and other provisions with reference to the publication and exhibiting of the tolls and rates payable in respect of the markets of the Corporation.

To empower the Corporation to alter and increase the pensions or allowances now payable to certain police officers out of the Police Superannuation Fund of the said city.

To extend (with such alterations, if any, as shall be deemed expedient) for a further period the provisions of the 13th section of "The Manchester General Improvement Act, 1851," with reference to the appropriation of the profits or parts thereof arising from the gas works of the Corporation.

To confer upon the Corporation all necessary powers for preserving the free and uninterrupted flow of water in such part of the River Medlock as is situate within the city of Manchester, and for preventing floods by reason of the overflow of the waters thereof, and to enable the Corporation for such purposes to deepen, dredge, protect, and otherwise improve the bed, channel, and banks of the said river within the limits aforesaid, and to take down and remove weirs, dams, and other erections or works thereon, and to remove all obstructions to the flow of the waters of the said river, and to prohibit the casting of rubbish or other materials, matters, or things therein, and to impose penalties upon all persons doing any act, matter, or thing whereby the free and uninterrupted flow of water down the said river may be impeded, and to extinguish all such rights and privileges connected with the said river, as would or might impede or interfere with the purposes aforesaid; and also to empower the Corporation to apply the city fund of the said city in or towards carrying the purposes aforesaid into effect, and also, if they shall think fit, to levy rates upon the owners and occupiers of property within the said city, and also special rates on the owners and occupiers of property situate on or near to the banks of the said river, which may be specially benefitted by the execution of the powers of the said intended Act.

To empower the corporation to raise a further sum of money for all or any of the purposes of the intended Act on the credit of the city Fund, and

of any rates to be levied under the intended Act, or on either security.

To alter, amend, extend, and enlarge the powers and provisions of the several Acts following, or some of them, relating to the city of Manchester (that is to say), local and personal, 7th and 8th Vic., chap. 41; 8th and 9th Vic., chap. 141; 9th and 10th Vic., chap. 219; 14th and 15th Vic., chap. 119; and 16th and 17th Vic., chap. 91.

And notice is hereby further given, that on or before the 30th day of November in the present year, plans describing the lands proposed to be purchased, and sections in relation to the proposed widening of streets, and a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Lancaster, at his office in Preston, and with the parish clerk of the parish of Manchester, at his residence; and that 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.

Isle of Wight (Eastern Section) Railway Company.

(Incorporation of Company; Powers to make Railways between Ryde Esplanade and Ventnor, and between Ryde and Newport, with branches to Brading and Sandown; Arrangements with other Companies; 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 by the name of the Isle of Wight (Eastern Section) Railway Company; and to enable the said Company, hereinafter called "the Company," when incorporated to effect the following objects, or some of them, that is to say:—

I. To make and maintain wholly in the Isle of Wight the railways next hereinafter described, or some of them, with all proper approaches, works and conveniences, viz.—

Railway (No. 1) commencing at or near a point on the Ryde Esplanade, adjoining the eastern toll-house of the Ryde Pier, and terminating at or near Melville-street, in the town of Ryde, on a certain piece of ground, the property of James Player Lind, Ann Lind, and Madame du Thon, and now or late in the occupation of George Taylor, and adjoining or contiguous to a timber-yard, the property and in the occupation of Thomas Dashwood, and situate at the back of Monkton-street, in the town of Ryde, and parish of Newchurch, which said intended railway and works will be made and pass from, through, or into the several parishes, townships, and extra-parochial places following, or some of them, that is to say, Ryde, Newchurch and St. Helens.

Railway (No. 2) commencing by a junction with the last-mentioned terminus of railway (No. 1), and terminating at or near the junction of Monkton-street with the St. John's road, in the town of Ryde, and parish of Newchurch, which said intended railway and works will be made and pass from, in, through, and into the several parishes, townships, and extra-parochial places following, or some of them, that is to say, Ryde, Newchurch, and Saint Helen's.

Railway (No. 3), commencing by a junction with the last-mentioned terminus of the railway (No. 2) and terminating in the parish of Brading, on an occupation road, leading from Lower Shanklin to

Landguard Farm, at a point 23 chains, or thereabouts, north of the Independent Chapel, at Lower Shanklin, which said railway and works will be made and pass from, through, and into the several parishes, extra-parochial, and other places following, or some of them, that is to say, Ryde, Newchurch, St. Helens, Brading, Yaverland, Sandown, Lake and Shanklin.

Railway (No. 4) commencing by a junction with the last-mentioned terminus of the railway (No. 3) and terminating at Ventnor in the parish of Newchurch, at or near a stone quarry adjoining the Newport-road, the property of William Griffiths, Esq., and situate 100 yards, or thereabouts, north of Elm Grove, which said railway and works will be made and pass from, in, through, and into the several parishes, townships, and extra-parochial places following, or some of them, that is to say, Shanklin, Brading, Newchurch, Wroxhall, Appuldercombe, Bonchurch, Luccombe and Ventnor.

Railway (No. 5) commencing in the parish of St. Helen's, by a junction with the railway (No. 3), at a point on the public road, leading from St. Helen's, to Haven Street, about four chains to the east of the bridge, over the stream near Smallbrook Farm, and terminating in the parish of Whippingham, in a piece of land situate on the west side of, and adjoining to, the East Cowes and Ryde new turnpike road, opposite to Dashwood's coach factory, which said intended railway and works will be made or pass from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them, that is to say, St. Helen's, Newchurch, Brading, Haven Street, Wootton, Arreton, Whippingham, Newport, and Carisbroke.

Railway (No. 6) commencing at Newport, by a junction with the railway (No. 5), in or near the third field adjoining the southern bank of the river Medina, north of the Newport Cemetery, in the parish of Whippingham, and terminating by a junction with the Cowes and Newport Railway, in or near a piece of land numbered (10), in the parish of Carisbroke, on the plans deposited at the Private Bill Office of the House of Commons, and with the Clerk of the Peace for the county of Southampton, previous to the application for the "Cowes and Newport Railway Act, 1859."

Railway (No. 7) commencing in the parish of Brading, by a junction with the railway (No. 3), in a pasture field adjoining, and on the east side of the Brading and Ventnor turnpike new road, the property of Sir Henry Oglander, Baronet, and now or late in the occupation of the representatives of the late James White, and terminating at the outer or seaward end of Brading Quay.

Railway (No. 8) commencing in the parish of Brading, by a junction with the railway (No. 3), in a piece of pasture land, known as Morton Common, belonging to Sir Henry Oglander, Baronet, William George Ward, and John Philip Munns, and now or late in the occupation of George Cooper, Alfred Harvey, and John Philip Munns, some or one of them, adjoining and on the east side of the turnpike road leading from Brading to Sandown, at or near a point situate 100 yards or thereabouts, north east of the bridge which carries the said road over the river Yar, in the parish of Brading, and terminating in Sandown Bay, at a point below low water mark, 20 chains or thereabouts, south of Sandown Fort; and the two last-mentioned railways and works will be made, and pass from, in, through, or into the parishes, townships, and extra-parochial places following, or some of them, that is to say) Brading, Brading Harbour, Sandown, and Sandown Bay.

II. To enable the London and South-Western Railway Company, and the London Brighton, and South Coast Railway Company, and the Direct Portsmouth Railway Company (hereinafter called "the three Companies") or any or either of them, to enter into and carry into effect, any agreements and arrangements, with respect to the construction, working, management, and the maintenance of, the said intended railways and works, or any or either of them, or any part or parts thereof, and the works connected therewith respectively.

III. To enable "the three Companies," and also the Stokes Bay Railway Company, and the Isle of Wight Ferry Company, and the Cowes and Newport Railway Company (hereinafter called "the six Companies"), or any or either of them, to subscribe and contribute funds towards the construction or maintenance of the said intended railways and works, or any or either of them, or any part or parts thereof, and to guarantee such interest, dividends, annual, or other payments, in the respect of the moneys expended in the construction thereof, as may be agreed upon between such Companies respectively, or any of them, and to take and hold shares in the capital of the Company; and to apply to the purposes aforesaid, or any of them, any capital or funds now or hereafter belonging to them, or any of them respectively, or under the control of their or any of their respective directors, and, if they shall think fit, to raise additional moneys for that purpose, by the creation of new shares in their or any of their respective undertakings, with or without preference or priority; and to enter into and carry into effect, any agreements and arrangements for the regulations, management and interchange of the traffic on, or use of the said intended railways, or any or either of them, and to the tolls or sums of money to be paid to the six Companies, parties to such agreements and arrangements, or either of them, for the use of the said intended railways and works, or any or either of them, or any part or parts thereof, or for the apportionment of the tolls and fares received on the said intended railways and works, or any or either of them, or any part or parts thereof, or the payment of fixed sums in lieu thereof; and to enable such Companies, parties to any agreements or arrangements, to appoint a joint committee for carrying into effect any such agreements or arrangements, and to exercise by means of such joint committee, or otherwise, such of the rights, powers, and privileges, whether with reference to the levying of tolls, rates and duties, or otherwise, now or hereafter vested in, or belonging to such Companies, or any or either of them, and all such other rights, powers and privileges, as may be necessary or expedient, for more effectually carrying into effect such agreements or arrangements.

IV.—To enable the Company to form junctions with any other railways upon the line or course of the said intended railways, or either of them, and to cross, stop up, alter or divert, either temporarily or permanently, all turnpike or other roads, streets, railways, tramroads, aqueducts, canals, rivers, navigations, sewers, drains, and streams which it may be necessary to stop up, alter or divert, by reason or in consequence of the construction of the said intended railways or works, or any of them, and to levy tolls and rates, and make charges 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 charges, respectively, and to purchase lands and buildings, by compulsion or agreement, for all or any of the purposes of the

said intended Act, and to vary or extinguish all existing rights and privileges connected with such lands and buildings, 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.

V. To enable the Company and any other Company which may apply to Parliament in the next session, for an Act for making any railway which, or any part of which, is or may be identical with, or similar in its course to any part of the said intended railways, hereinbefore described, to enter into, and carry into effect, arrangements and agreements for the joint construction or joint use of so much of such railways as is or may be common to the projects of such Companies, and such other arrangements and agreements as are provided for by the 2nd and 3rd paragraphs of this notice, in respect to the Companies therein styled "the three Companies," and "the six Companies."

VI.—To enable the Company and the Ryde Commissioners, the Commissioners of Sewers for the level of Sandham or Sandown, in the parishes of Newchurch, Brading, Bembridge and Yaverland, and the Corporation of Newport, or some or one of them, and all other public bodies or corporations, whose interests may be affected by the making of the said railways and works, to make such arrangements and agreements as may be desirable for the carrying out the purposes of the undertaking, and for that purpose to alter, amend, extend and enlarge, all public and private Acts and Charters relating to such commissioners and other public bodies.

VII.—And it is further proposed by the intended Act, to alter, amend, extend and enlarge, and 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 Wm. IV., cap. 88 ; 1 Vict., cap. 71 ; 1 and 2 Vict., cap. 27 ; 2 and 3 Vict., cap. 28 ; 4 and 5 Vict., caps. 1 and 89 ; 7 and 8 Vict., caps. 5, 68 and 86 ; 8 and 9 Vict., caps. 86, 88, 93, 107, 121, 165, 185 and 199 ; 9 and 10 Vict., caps. 129, 131, 173, 174, 175, 252, 355, 370 and 391 ; 10 and 11 Vict., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273 and 297 ; 11 and 12 Vict., caps. 75, 85, 87, 89, 125 and 157 ; 51 Geo. III., cap. 196 ; 12 and 13 Vict., caps. 33 and 34 ; 13 and 14 Vict. cap. 24 ; 14 and 15 Vict., cap. 83 ; 16 and 17 Vict. cap. 164 ; 18 and 19 Vict., cap. 188 ; 19 and 20 Vict., cap. 120 ; 20 and 21 Vict., cap. 136 ; 21 and 22 Vict., caps. 89, 67, 101 and 58 ; and 22 and 23 Vict., cap. 44.

The local and personal Acts, relating to the London, Brighton, and South Coast Railway Company, viz. :—5 and 6 Wm. IV., cap. 10 ; 6 and 7 Wm. IV., cap. 121 ; 7 Wm. IV., and 1 Vict., cap. 119 ; 1 and 2 Vict., cap. 20 ; 2 and 3 Vict., cap. 18 ; 3 and 4 Vict., cap. 129 ; 6 and 7 Vict., caps. 27 and 62 ; 7 and 8 Vict., caps. 67, 91, 92 and 97 ; 8 and 9 Vict., caps. 52, 113, 196, 199 and 200 ; 9 and 10 Vict., caps. 54, 63, 64, 68, 69, 83, 234, 281 and 283 ; 10 and 11 Vict., caps. 167, 244 and 276 ; 11 and 12 Vict., cap. 136 ; 16 and 17 Vict., caps. 20, 41, 86, 88, 100 and 180 ; 17 Vict., cap. 59 ; 17 and 18 Vict., caps. 61, 68, 93 and 210 ; 18 and 19 Vict., caps. 114 and 169 ; 19 and 20 Vict., cap. 87 ; 20 and

21 Vict., cap. 143 ; 21 and 22 Vict., caps. 58, 57, 84, 104 and 101 ; and 22 and 23 Vict., cap. 69.

The local and personal Acts relating to the Isle of Wight Ferry Company, viz. : 19 and 20 Vict., cap. 112.

The local and personal Acts relating to the Stokes' Bay Railway and Pier Company, viz. :— 18 and 19 Vict., cap. 192 ; 19 and 20 Vict., cap. 94 ; 21 and 22 Vict., cap. 50 ; and 22 and 23 Vict., cap. 65.

The local and personal Acts relating to the Portsmouth Railway Company, viz. :—16 and 17 Vict., cap. 99 ; 17 and 18 Vict., caps. 186, 208 ; 18 and 19 Vict., cap. 107 ; 20 and 21 Vict., cap. 18 ; 21 and 22 Vict., cap. 101 ; and 22 and 23 Vict., cap. 31.

"The Cowes and Newport Railway Act, 1859;" and "The Ryde Improvement Act, 1854."

And it is further intended, to incorporate in the said intended Act, all or some of the powers and provisions of "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Railway Clauses Consolidation Act, 1845," and "The Harbours, Docks, and Piers Clauses Act, 1847."

And notice is hereby further given, that on or before the 30th day of November, 1859, duplicate plans, and sections of the said railways and works, together with books of reference thereto, and also a published map with the lines of railways delineated thereon, and a copy of this notice as published in the London Gazette will, be deposited for public inspection with the Clerk of the Peace for the county of Southampton, at his office at Winchester, in the said county ; and also with the Clerk of the Peace for the county of the Isle of Wight, at his office at Newport aforesaid ; and a copy of so much of the plans, sections, and books of reference, as relates to each of the parishes in or through which any works are intended to be made, maintained, varied, extended, or enlarged, or in which any lands, or houses, intended to be taken, are situate, together with a copy of this notice as published in the London Gazette, will be deposited with the parish clerks of each such parish, at his place of abode ; and, in the case of any extra-parochial places, with the parish clerk of some parishes, adjoining thereto, at his place of abode.

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

Dated this 1st November, 1859.

G. T. Porter, 4, Victoria-
street, Westminster,
C. F. Fisher, Ventnor, Isle } Solicitors.
of Wight,
F. Gale, 43, Parliament-street, Parliamen-
tary Agent.

Hayling Railways and Harbour.

(Incorporation of a Company ; Power to make Railways from the London, Brighton, and South Coast, and Direct Portsmouth Railways to Hayling, and to construct Docks Arrangements with other Companies ; 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 effecting the purposes following ; that is to say—

1. The making and maintaining with all proper works and conveniences two railways wholly in the county of Southampton, the first of such railways commencing by a junction with the main

line of the London, Brighton, and South-Coast Railway, at a point situate 26 chains, or thereabouts, eastward of the Havant Station of that railway, in the parishes of Warblington and Havant, or one of them, and terminating at or near the Ferry House at Cumberland Ferry, in the parish of South Hayling, in the island of Hayling.

And the second of such railways commencing by a junction with the Direct Portsmouth Railway, at a point 52 chains, or thereabouts, northward of the point of junction of that railway with the London, Brighton, and South-Coast Railway, in the parish of Havant, and terminating by a junction with the intended railway first described, at a point situate at or near where the said intended railway is intended to pass under the turnpike road leading from Havant to Chichester, in the said parish of Havant.

And the first of such intended railways will be made in or pass through the parishes or extra-parochial places following, viz., Warblington, Havant, North and South Hayling, and Langston, Hayling Harbour and Langston Harbour, or some of them; and the second of such intended railways will be made and pass through the parishes of Havant and Warblington, or some of them.

2. The making and maintaining of docks and a harbour, and a canal or channel, for connecting such docks and harbour with the deep water of Langston Harbour, with all suitable and requisite piers, locks, basins, gates, sluices, entrances, culverts, embankments, wharfs, quays, landings, straits, drops, tramways, railways, warehouses, buildings, machinery, and other necessary works. All which said docks, harbours, and works are proposed to be made near to or adjoining to the terminus of the first described railway, and in the parishes or extra-parochial places of North and South Hayling, and Hayling Harbour, or some of them.

3. The dredging, scouring, and deepening the bed or soil of Langston Harbour opposite to the entrance of such intended new docks, and the placing and maintaining moorings, buoys, dolphins, capstans, and other necessary works for the warping and otherwise assisting vessels entering or leaving the intended new docks.

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

To cross, stop up, alter, or divert, whether temporarily or permanently, any turnpike or other roads, highways, streets, footways, railways, tramroads, aqueducts, canals, rivers, navigations, sewers, drains, and streams in the several parishes, townships, and extra-parochial or other places before mentioned, or any of them, which it may be necessary to cross, stop up, alter, or divert, in executing the purposes of the intended Act, or some of them.

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

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

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections describing the line or situation, and

levels of the said intended railways, docks, and works, and the lands proposed to be taken or appropriated for the purposes of the intended Act; together with a book of reference to such plans, and a published map, shewing the general course of the said intended railways and works, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Southampton, at his office in Winchester; and that on or before the 30th day of November instant, copies of so much of the said plans, sections, and book of reference, as relates to the several parishes in or through which the said intended railways and works are proposed to pass or be made, together with a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of such parishes, at their respective residences, and so far as relates to any extra-parochial place, with the parish clerk of some adjoining parish at his residence.

And it is also proposed by the intended Act, to empower the London, Brighton, and South-Coast Railway Company, the London and South Western Railway Company, and the Direct Portsmouth Railway Company (hereinafter called the three Companies), or any or either of such Companies to subscribe and contribute funds towards the construction and maintenance of the said intended railways, docks, and works, or any or either of them, or any part or parts thereof, and to guarantee such interest, dividends, annual or other payments, in respects of the monies expended in the construction thereof as may be agreed upon between such Companies respectively, and to take and hold shares in the capital of the Company, and to apply to the purposes aforesaid, or any of them, any capital or funds now or hereafter belonging to them respectively, or under the control of their respective directors; and if they shall think fit to raise additional moneys for that purpose by the creation of new shares in their respective undertakings, with or without preference or priority, or other rights or privileges, or by mortgage or bond. And also to empower the Company on the one hand, and the said three Companies, or any or either of them, on the other hand, to enter into and carry into effect any agreements and arrangements with respect to the working, use, management, and maintenance of the said intended railways, and docks, and works, or any or either of them, or any part or parts thereof; and the works connected therewith respectively, and to the payment and contribution by and between the Companies, parties to any such agreement or arrangement, or any or either of them, towards the costs, charges, and expenses of such working, use, management, and maintenance; and with respect to the regulation and management of the traffic of the said intended railways, or any or either of them; and to the tolls or sums of money to be paid by the Companies, parties to any such agreement or arrangement, or any or either of them, for the use of the said intended railways, docks, and works, or any or either of them, or any part or parts thereof, or for the apportionment of the tolls and fares received on the said intended railways, docks, and works, or any or either of them, or any part or parts thereof, or the payment of fixed sums in lieu thereof; and to enable the Companies, parties to any such agreement or arrangement, to appoint a joint committee for carrying into effect any such agreements or arrangements, and to exercise, by means of such joint committee or otherwise such of the rights, powers, and privileges, whether with reference to the levying of tolls, rates, and duties or otherwise, now or hereafter vested in or be-

longing to such Companies, or any or either of them; and all such other rights, powers, and privileges as may be necessary or expedient for more effectually carrying into effect any such agreements or arrangements.

And it is proposed by the intended Act to alter, extend, amend, and enlarge, or to repeal some of the powers and provisions of the several Acts following, or some of them, relating to the London and South-Western Railway Company and their undertaking; that is to say (local and personal Acts), 4 and 5 William 4th, cap. 88; 1 Vic. cap. 71; 1 and 2 Vic. cap. 27; 2 and 3 Vic. cap. 28; 4 and 5 Vic. caps. 1 and 39; 7 and 8 Vic. caps. 5, 63, and 86; 8 and 9 Vic. caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Vic. caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vic. caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vic. caps. 75, 85, 87, 89, 125, and 157; 51 George 3rd, cap. 196; 12 and 13 Vic. caps. 33 and 34; 13 and 14 Vic. cap. 24; 14 and 15 Vic. cap. 83; 16 and 17 Vic. cap. 164; 18 and 19 Vic. cap. 188; 19 and 20 Vic. cap. 120; 20 and 21 Vic. cap. 136; 21 and 22 Vic. caps. 89, 67, 101 and 58; and 22 and 23 Vic. cap. 44.

The local and personal Acts relating to the London, Brighton, and South-Coast Railway Company, viz., 5 and 6 William 4th, cap. 10; 6 and 7 William 4th, cap. 121; 7 William 4th, and 1 Vic. cap. 119; 1 and 2 Vic. cap. 20; 2 and 3 Vic. cap. 18; 3 and 4 Vic. cap. 129; 6 and 7 Vic. caps. 27 and 62; 7 and 8 Vic. caps. 67, 91, 92, and 97; 8 and 9 Vic. caps. 52, 113, 196, 199, and 200; 9 and 10 Vic. caps. 54, 63, 64, 68, 69, 83, 234, 281, and 283; 10 and 11 Vic. caps. 167, 244, and 276; 11 and 12 Vic. cap. 136; 16 and 17 Vic. caps. 20, 41, 86, 88, 100, and 180; 17 Vic. cap. 59; 17 and 18 Vic. caps. 61, 68, 93, and 210; 18 and 19 Vic. caps. 114 and 169; 19 and 20 Vic. cap. 87; 20 and 21 Vic. cap. 143; 21 and 22 Vic. caps. 58, 57, 84, 104, and 101; and 22 and 23 Vic. cap. 69.

The local and personal Acts relating to the Portsmouth Railway Company, viz., 16 and 17 Vic. cap. 99; 17 and 18 Vic. caps. 186, 208; 18 and 19 Vic. cap. 107; 20 and 21 Vic. cap. 18; 21 and 22 Vic. cap. 101; and 22 and 23 Vic. cap. 31.

Notice is hereby further 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 1st day of November, 1859.

G. Faithful and Son, Brighton,
G. T. Porter, 4 Victoria-street,
Westminster. } Solicitors.

The Ellesmere Railway.

(Incorporation of Company; Power to make Railway from the Rednal Station of the Great Western Railway (Shrewsbury and Chester Section), to Ellesmere; Arrangements with the Great Western Railway Company; Powers to Run over portion of the Great Western Railway.)

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 Great Western Railway (Shrewsbury and Chester Section), at a point about two

furlongs and five chains north of the Rednal Station of the said last-mentioned railway, formerly part of the Field No. 2, in the parish of Oswestry, on the Parliamentary Plans of the Shrewsbury, Oswestry, and Chester Junction Railway, deposited with the Clerk of the Peace for the county of Salop on the 30th of November, 1845, and therein described as the property of Thomas Edward Pugh, and occupied by Ann Hollis, and terminating in or near a field in the parish of Ellesmere, in the said county of Salop, No. 973 on the Tithe Map of the said parish, the property of the Right Honourable the Earl of Brownlow, and in the occupation of Paddock, innkeeper, and which intended railway will pass from, in, through, or into the several parishes, townships, and extra-parochial, and other places following, or some of them (that is to say): the parish of West Felton, the parish of Oswestry, the parish of Whittington, the parish of Hordley, and the parish of Ellesmere, the townships of Wootton, Aston, Berghill, Frankton, Whittington, Tetchill, Newnes, Birch and Lythe, and Ellesmere, the extra-parochial place of Halston.

To purchase, by compulsion or otherwise, lands, houses, and other property, for the purposes of the said railway and works, and to vary or extinguish all existing rights or privileges in any manner connected with such lands, houses, and property, 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, and 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 purposes of making and maintaining, or for more conveniently making, maintaining, or using the said intended railway and works, and to levy tolls, rates, and charges for and in respect of the use of the said intended railway and works, and to grant exemptions from such tolls, rates, and charges, and certain other rights and privileges, or relating thereto.

To enable the Company to be incorporated by the said intended Act, to make and enter into arrangements and agreements with the Great Western Railway Company, with respect to the working and use by the said Great Western Railway Company of the said intended railway, or any part thereof, or of the stations belonging thereto, and with respect to the interchange of traffic upon the railways of the said Companies respectively, and with respect to the apportionment of the tolls and profits arising therefrom.

To enable the Company to be incorporated as aforesaid, to run over and use with their own engines, carriages, and waggons, or with engines, carriages, and waggons coming to or from the said intended railway, so much of the said Great Western Railway as lies between the point above mentioned for the commencement of the said intended railway, and the railway station at Rednal aforesaid, and all sidings, watering places, and other conveniences connected therewith, on payment of such tolls, rates, charges, and on such terms and conditions, as may be agreed on, or as shall be prescribed or provided by the said intended Act.

To alter, amend, extend, and enlarge, so far as may be necessary for the purpose aforesaid, the provisions of the several Acts relating to, or affecting the said Great Western Railway Company.

Plans and sections of the proposed railway, together with a published map showing the general course and direction thereof, with a book of refe-

rence to such plans, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Salop, at his office in Shrewsbury; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relate 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 the case of any extra-parochial place, then with the Parish Clerk of an adjoining parish.

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 10th day of November, 1859.

Loxdale and Peele, Shrewsbury, Solicitors;
Theodore Martin, 10, New Palace Yard,
Westminster, Parliamentary Agent;
For the Bill.

Bridewell Hospital (Removal or abolition of Bridewell Hospital; Substitution of another place of committal for refractory apprentices; Junction of Bridewell Precinct with St. Bride's Parish; Confirmation of Scheme.)

NOTICE is hereby given, that it is intended, in the ensuing session, to apply to Parliament for an Act for the following purposes, or some of them (that is to say):

To remove or abolish the Hospital of Bridewell, founded by King Edward the sixth, usually called Bridewell Hospital, situate in or near to Bridgestreet, Blackfriars, in the city of London.

To provide a place of detention for refractory apprentices, to be committed thereto by the Chamberlain of the city of London, in substitution for the said Hospital.

To provide for the junction of the extra-parochial precinct of Bridewell, in the city of London, with the parish of St. Brides, in the same city.

To enable the Governors of Bridewell Hospital to convey a house belonging to the said Hospital, as a rectory house for the said parish of St. Brides. To alter or amend the Act 22nd George 3rd, cap. 77, as to the constitution of the Governors of the said Hospital or otherwise.

To confirm a scheme of the Court of Chancery for the purposes aforesaid.

To enable the said Court to make such orders relating to the matters aforesaid as it may think expedient.

On or before the 23rd December next, printed 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 12th day of November, 1859.

J. P. Fearon, 21 Great George-street,
Westminster.

Brighton Waterworks.

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for leave to bring in a Bill to obtain an Act for establishing and incorporating a Company for the purpose of better supplying with water, and more efficiently protecting from fire, the inhabitants of the town of BRIGHTHELMSTON, and also such parts of the adjoining parish of HOVE, and such other parishes as are adjacent or near to the aforesaid town; and for making and

No. 22329.

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maintaining, erecting, placing, constructing, and completing reservoirs, mains, pipes, shafts, drains, sluices channels, and other necessary works, and conveniences, for the purposes aforesaid, within the several parishes, townships, hamlet, or places of Poynings, Newtimber, Saddlescombe, Fulking, Edburton, Henfield, Beeding, Shoreham, Kingstons, Southwick, Portslade, Hangleton, West Blatchington, Aldrington, Patcham, Preston, Hove, and BRIGHTHELMSTON, all in the county of Sussex.

And it is intended by the said Act, to obtain powers for the purposes aforesaid, to take and use the waters of certain springs and streams, called the Poynings spring and Fulking spring, and situate in the parish of Newtimber, Poynings, and Edburton.

And it is also intended to take power, by the said Act to purchase and take certain land and property, and to construct steam or other engines, with all other necessary and sufficient powers and provisions for carrying the said intended Act into full and complete execution.

And it is further intended to empower the said Company to levy certain rates, and to charge and take rent or sums of money for the supplying with water the town and parishes adjoining.

And notice is hereby further given, that plans and sections, describing the situation and levels of the intended reservoirs, watercourses, and other works connected therewith, and the lands to be taken, or which it is proposed to obtain a power of taking, for the purposes thereof, together with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands respectively, and also a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Sussex, at his office at the Town Hall Lewes, on or before the 30th day of November instant, and that a copy of so much of the said plans, sections, and books of reference, as relates to each parish in which such reservoirs, watercourses, and other works connected therewith, are proposed to be made, with a copy of the Gazette notice, will be deposited for public inspection with the parish clerk of each such parish, on or before the said 30th day of November. And notice is hereby given, that on or before the 23rd day of December next, duplicates of the said map or plan, and sections, and books of reference thereto, will be deposited in the office of the Clerk of the Parliament and in the Private Bill Office of the House of Commons.

Dated the 12th day of November, 1859.

Henry Deacon.

Messrs. Birkett, Solicitors, London.

Hereford, Hay, and Brecon Railway.

(Relinquishment of Junction with the Shrewsbury and Hereford Railway, and substitution of Junction with the Newport, Abergavenny, and Hereford Railway, or the Worcester and Hereford Railway, or both or one of them; Amendment of Act.)

NOTICE is hereby given, that application is intended to be made, in the next session of Parliament, by the Hereford, Hay, and Brecon Railway Company, for an Act to authorise that Company to effect the following, or some of the following (amongst other) objects:

To relinquish that part of their authorised railway shown in the plans thereof referred to in "The Hereford, Hay, and Brecon Railway Act, 1859," in the township and parish of Huntington and

Holmer, in the liberties of the city of Hereford, which lies between the point in the parish of Holmer and township of Huntington, at which the said authorised railway would cross the turnpike road, numbered in the said plans in the said township of Huntington 28, and the termination of the said authorised railway at its junction with the Shrewsbury and Hereford Railway in the said parish of Holmer.

In lieu of the portion so to be relinquished, to make and maintain a deviation line, with all proper stations, approaches, works, and conveniences connected therewith, commencing at the said point in the said parish of Holmer and township of Huntington where the said relinquishment will commence, as before particularly described, and terminating by a junction with the line of the Newport, Abergavenny, and Hereford Railway, or Worcester and Hereford Railway, about 300 yards to the northward of the northern extremity of the station of the Newport, Abergavenny, and Hereford Railway, at Barton, in the parish of All Saints, in the liberties of the city of Hereford; and which said deviation railway and works will pass from, through, or into the several parishes, townships, extra-parochial and other places, or some of them, of Holmer, Huntington, St. Nicholas, St. John's, and All Saints, within the liberties of the city of Hereford.

To cross, stop up, alter or divert, either temporarily or permanently, any turnpike or other roads, highways, footpaths, streets, railways, tramways, canals, aqueducts, streams, rivers, bridges, sewers, drains, ways and watercourses within or adjoining to the aforesaid parishes and other places, or any of them which it may be necessary to stop up, alter, or divert for the purposes of any of the intended works.

To purchase, by compulsion and by agreement, lands, houses, and hereditaments, for the purposes of the intended deviation railway works, and to vary or extinguish any rights or privileges connected with such lands, houses, and hereditaments.

To levy tolls, rates and duties upon, or in respect of, the said intended railway and works, and to confer, vary, or extinguish exemptions from the payment of tolls, rates and duties.

To apply to all or any of the purposes of the intended Act any capital or funds now belonging to the Company, or which they have or may have power to raise.

To amend, extend and enlarge, and if need be repeal (so far as may be necessary for the purposes of the said Act), all or some of the powers and provisions of "The Hereford, Hay, and Brecon Railway Act, 1859."

And notice is hereby further given, that on or before the 30th day of November instant, duplicate plans and sections of the intended railway and works, together with a book of reference to such plans, a published map with a line of the intended 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 city of Hereford, at his office, in the city of Hereford; 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, in or through which the said intended railway and works will be made or pass, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection with the parish clerk of each such parish, at his place of abode, and in the case of each extra-parochial place with

the parish clerk of an adjoining parish, at his place of abode.

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

Dated this 14th day of November, 1859.

David Thomas, Brecon;
Smith and Shepherd, 15, Golden-square,
London;

Solicitors for the Bill,

Llangollen and Corwen Railway.

(Incorporation of Company. Construction of Railway from Llangollen to Corwen.)

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,) with the following, or some of the following, among other powers, that is to say, to construct and maintain a railway, with all proper works, approaches, stations, and other conveniences, commencing by a junction with the Vale of Llangollen Railway, as authorised by "The Vale of Llangollen Railway Act, 1859," at the Llangollen terminus thereof, in or near a certain field, No. 144, in the parish of Llangollen, and county of Denbigh, upon the deposited plans of the said last-mentioned railway, and terminating in a garden occupied by James Maltby, with the Glyndwr Arms Hotel, in the township of Corwen, and parish of Corwen, in the county of Merioneth, and passing through the townships or places of Trevorucha, Llangollen Abbot, Llangollen Fawr, Llangollen, Bache, Dinbren, Eglwys Eagle, Rhisgog, Vivod, Pengwern, Maes-yr-Uchan, Llandynon, Cymmo, Coedrwg, Mwstwr, Carrog Bonwm, Rhagatt, Hendreforfydd, Bodorlas, Trellanerb, Trewyn, Corwen, Ucheldre, Llygadog, Aber-alwen, Treuddol, Llan or Tirllan and Llansaintfraid, the parishes of Llangollen, Llantisilio and Bryn-Eglwys, in the county of Denbigh, and the parishes of Llansaintfraid-Glyn-Dyfrdwy and Corwen, in the county of Merioneth; to purchase and take lands, houses, and other property, by compulsion or agreement, for the purposes of the said intended railway and works, and to vary, repeal, or extinguish all existing rights or privileges in any manner connected with such lands, houses, and property, which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway and works, and to confer other rights and privileges, and to alter, divert, or stop up all turnpike and other roads, railways, tramways, aqueducts, bridges, weirs, canals, streams, and rivers, with which it may be necessary to interfere in the construction of the said intended railway and works; to levy tolls, rates, and charges for and in respect of the use of the said intended railway and works, and to grant exemptions from such tolls, rates, and charges.

Duplicate plans and sections of the said intended railway and works, together with book of reference thereto, with a published map shewing the general course and direction of the said proposed railway and works, and also a copy of this notice as published in the London Gazette, will be deposited on or before the 30th day of November, instant, with the Clerk of the Peace for the county of Denbigh, at his office, in Ruthin, in the same county, and with the Clerk of the Peace for the county of Merioneth, at his office, at Dolgelly, in the same county, and a copy et

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

And it is also proposed to take powers by the said intended Act, to enable the Company to enter into and carry into effect arrangements and agreements with the Vale of Llangollen Railway Company and the Great Western Railway Company, or either of the said Companies, with respect to the working and use by the two last named Companies or either of them of the said intended railway and works, and with respect to the interchange of traffic passing over the respective railway of the said Companies, and the apportionment of the tolls and profits arising therefrom, and to enable the said two last-named Companies or either of them, to apply any portion of their income or capital to the purposes of any such arrangement or agreement, and so far as may be necessary for the purposes aforesaid, to alter, amend, extend or enlarge the powers and provisions of "The Vale of Llangollen Railway Act, 1859," and of the several Acts following or some of them, relating to, or directly or indirectly affecting the Great Western Railway Company, that is to say (local and personal), 5th and 6th William IV, cap. 107; 6th William IV, caps. 36, 38, 77, and 79; 1st Victoria, caps. 91 and 92 (1837), and 24 and 26 (1838); 2nd Victoria, cap. 27; 3rd Victoria, cap. 47; 3rd and 4th Victoria, cap. 105; 4th and 5th Victoria, cap. 41; 5 Victoria session 2, cap. 28; 6th Victoria, cap. 10; 7th Victoria, cap. 3; 7th and 8th Victoria, caps. 68 and 99; 8th and 9th Victoria, caps. 40, 42, 53, 115, 155, 156, 184, 188, 190, and 191; 9th Victoria, cap. 14; 9th and 10th Victoria, caps 166, 181, 236, 239, 240, 250, 251, 274, 275, 278, 307, 308, 313, 315, 326, 335, 337, 338, 369 and 402; 10th and 11th Victoria, caps. 60, 72, 76, 80, 91, 101, 109, 144, 149, 154, 226 and 242; 11th and 12th Victoria, cap. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 153 and 159; 12th and 13th Victoria, caps. 6, 7, 55, and 85; 13th and 14th Victoria, caps. 44, 98 and 110; 14th and 15th Victoria, caps. 48, 74, 81 and 131; 15th and 16th Victoria, 117, 125, 133, 140, 145, 146, 147, 165 and 168; 16 and 17th Victoria, caps. 121, 153, 175 and 212; 17th and 18th Victoria, caps. 103, 120, 158, 163, 192, 202, 204, 207, 209, 215 and 222; 18th Victoria, caps. 11, 59, 69, 102 and 139; 18th and 19th Victoria, caps. 151, 171, 172 and 191; 19th and 20th Victoria, caps. 109, 123, 132, 126 and 137, and 22nd and 23rd Victoria, 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, 17th and 18th Victoria, cap. 222.

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

Dated the 2nd day of November, 1859.

Longueville, Williams, and Jones, Oswestry,

*Charles and Watkin Richards, Llangollen,
Solicitors for the Bill.*

*Theodore Martin, No. 10, New Palace Yard,
Westminster, Parliamentary Agent.*

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South London Railway.

Incorporation of Company for making a Railway from Battersea to Rotherhithe, with Junctions or Branches to the Railways of the West End of London and Crystal Palace; the London and South Western; the London, Brighton, and South Coast; and the South Eastern Railway Companies. Working arrangements with those Companies, and with the London and North Western, and Great Western Railway Companies.—And power to those Companies, and also to the Grand Surrey Docks and Canal Company, and the Commercial Dock Company to subscribe.—And to guarantee Dividends.—Amendment of those Companies' 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 for the purpose of making and maintaining the railways following, or some or one of them, or some part or parts thereof, with all proper works and conveniences connected therewith, and approaches thereto respectively (that is to say)—

1st. A railway commencing in the parish of Saint Mary, Battersea, in the county of Surrey, by a junction with the West London Extension Railway, as authorized to be made at or near Long Hedge Farm Buildings, and terminating in the parish of Saint Mary, Rotherhithe, in the same county, at the King's Mills, on the River Thames, near the new entrance lock to the Grand Surrey Canal Dock, which said intended railway will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say), St. Mary, Battersea, Clapham, St. Mary, Lambeth, St. Giles, Camberwell, Peckham, Hatcham, St. Mary Magdalene, Bermondsey, St. Paul, Deptford, and St. Mary, Rotherhithe, all in the county of Surrey.

2nd. A branch or junction railway, commencing by a junction with the West End of London and Crystal Palace Railway, at or near the point thereon where that railway passes under the London and South-Western Railway, and terminating by a junction with the intended railway firstly above described at a point thereon one hundred yards, or thereabouts, to the north of the north end of Thurlow-street, Wandsworth-road, in the parish of Clapham, in the said county.

3rd. A branch or junction railway, commencing by a junction with the London and South Western Railway, at or near the point thereon where that railway crosses New-road, and terminating by a junction with the intended railway secondly above described, at a point thereon, 250 yards or thereabouts, to the north of the north end of Thurlow-street aforesaid.

4th. A branch or junction railway, commencing by a junction with the Richmond and Windsor line of the London and South Western Railway, at or near the point thereon, where that railway crosses Falcon-lane, and terminating by a junction with the intended railway firstly above described, at a point thereon at or near Long Hedge Farm Buildings.

Which three intended branch or junction railways last above described will be wholly situate in the said parish of Saint Mary, Battersea.

5th. A branch or junction railway, commencing by a junction with the intended railway, firstly above described, in the said parish of Saint Giles, Camberwell, at a point thereon, 320 yards or thereabouts, to the north-east of the half-way

public-house in the Old Kent-road, called the "Turk's Head," and terminating in the said parish of St. Mary, Rotherhithe, by a junction with the London, Brighton, and South Coast Railway, at or near the point at which the same crosses the public highway, called the Jamaica Level, which said intended branch or junction railway will be wholly situate in the two last named parishes.

6th. A branch or junction railway, commencing in the said parish of St. Mary, Rotherhithe by a junction with the intended railway firstly above described at a point thereon 100 yards or thereabouts north-east of the point at which the South-Eastern Railway crosses the Rotherhithe New-road, and terminating in the parish of St. Mary Magdalene, Bermondsey, by a junction with the South Eastern Railway, at or near Spa-road station thereon, which said intended branch or junction railway will be wholly situate in the two last-named parishes.

7th. A branch or junction railway commencing in the said parish of St. Giles, Camberwell, by a junction with the intended railway, fifthly above described, at or near the point thereon where the same is intended to cross the Grand Surrey Canal, 330 yards, or thereabouts, west of the bridge over the said canal, called White Post Lane Hatch, and terminating in the parish of St. Mary, Magdalen, Bermondsey, in the said county of Surrey, by a junction with the Bricklayers' Arms branch of the South Eastern Railway, at or near the point thereon, where the same crosses on the level, the public highway called St. James-road, which intended junction railway will be situate within the said Parishes of St. Giles, Camberwell, St. Mary, Rotherhithe, and St. Mary, Bermondsey.

8th. A branch or junction railway, commencing in the said parish of St. Giles, Camberwell, by a junction with the intended railway, firstly above described, at or near the point thereon, where the same is intended to cross the Grand Surrey Canal, 300 yards, or thereabouts west of the bridge over the said canal, called White Post Lane Hatch, and terminating in the parish of St. Paul, Deptford, in the said county, by a junction with the Greenwich line of the South Eastern Railway, at a point thereon 200 yards, or thereabouts, to the east of the point at which the Thames junction branch of the London, Brighton and South Coast Railway passes under the said Greenwich line, which said intended railway will be situate in the said parishes of St. Giles, Camberwell, St. Mary, Rotherhithe, and St. Paul, Deptford, or some of them.

9th. A branch or junction railway, commencing in the said parish of St. Giles, Camberwell, by a junction with the intended railway firstly above described, at a point thereon 320 yards, or thereabouts, to the north-east of the half-way public-house, in the Old Kent-road, called the "Turk's Head," and terminating in the said parish of St. Paul, Deptford, by a junction with the Thames junction branch of the London, Brighton and South Coast Railway, at or near the point thereon, at which the Greenwich line of the South Eastern Railway passes over the same, which said intended railway will be wholly situate in the parishes of St. Giles, Camberwell, and St. Paul, Deptford.

And it is also proposed by the said intended Act, to empower the Company to be thereby incorporated, to purchase lands and buildings by compulsion, or otherwise, for the purposes of the

several railways and works so proposed to be constructed, as aforesaid.

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, canals, streams and rivers, within or adjoining the parishes, townships, 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 vary, repeal or extinguish all existing rights, or privileges in any manner connected with the lands or builddgs so proposed to be purchased, or which would in any manner impede or interfere with the construction, maintenance or use of the said intended railways and works, and to confer other rights and privileges.

And 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 railways and works, and to grant exemptions from the payment of such tolls, rates and charges, or any of them.

And it is also proposed by the said intended Act to enable the Company to be thereby incorporated, and the London and South Western, the London, Brighton and South Coast, the South Eastern, the London and North Western, and the Great Western Railway Companies, or any of them, to enter into and carry into effect, any arrangements or agreements, with respect to the working, use, management, and maintenance of the said intended railways, or any or either of them, or any part or parts thereof respectively; and to the payment and contribution by and between the Companies, parties to any such arrangement or agreement, or any or either of them, towards the costs, charges and expenses of such working, use, management and maintenance; and with respect to the regulation, management and transmission, of the traffic upon the said intended railways, or any or either of them; and upon the railways of those respective Companies, or any of them respectively, and the collection, payment, division, apportionment, appropriation and distribution, of the tolls, rates and charges, arising from such respective traffic.

And it is also proposed by the intended Act, to empower the London and South Western, the London, Brighton and South Coast, the South Eastern, the London and North Western, and the Great Western Railway Companies, and the Grand Surrey Docks and Canal Company, and the Commercial Dock Company, or any or either of such Companies, to subscribe and contribute funds towards the construction and maintenance of the said intended railways and works, or any or either of them, or any part or parts thereof; and to guarantee such interest, dividends, annual or other payments, in respect of the monies expended in the construction thereof, as may be agreed upon between such Companies respectively, and to take and hold shares in the capital of the Company; and to apply to the purposes aforesaid, or any of them, any capital or funds now or hereafter belonging to them respectively, or under the control of their respective directors, and if they shall think fit to raise additional monies for that purpose, by the creation of new shares in their respective undertakings, with or without preference or priority, or other rights or privileges, or by any mortgage or bond, or by both those means, or by such other means, as Parliament shall authorize and direct.

And it is proposed by the said intended Act, so far as may be necessary for all or any of the purposes thereof, to repeal, alter, amend, extend, or enlarge, all or some of the provisions of the several Acts of Parliament following, or of some of them, that is to say: the 16 and 17 Vic., cap. 180; 17 and 18 Vic., cap. 210; 19 and 20 Vic., cap. 87; 20 and 21 Vic., cap. 43; and 21 and 22 Vic. caps. 104 and 118, and any other Act or Acts relating to the "West End of London and Crystal Palace Company." Also the 5 and 6 William 4th, cap. 10; 6 and 7 William the 4th, cap. 121; 7th William the 4th, and 1st Vic., cap. 119; 1 and 2 Vic., cap. 20; 2 and 3 Vic., cap. 18; 3 and 4 Vic., cap. 129; 6 and 7 Vic., caps. 27 and 62; 7 and 8 Vic., caps. 67, 91, 92 and 97; 8 and 9 Vic., caps. 52, 113, 196, 199 and 200; 9 and 10 Vic., caps. 54, 63, 64, 68, 69, 83, 234, 281 and 283; 10 and 11 Vic., caps. 167, 244 and 276; 11 and 12 Vic., cap. 136; 16 and 17 Vic., caps. 41, 86, 88, 100 and 180; 17 and 18 Vic., caps. 61, 68 and 210; 18 and 19 Vic., caps. 114 and 169; 19 and 20 Vic., cap. 87; 20 and 21 Vic., caps. 72 and 143; 21 and 22 Vic., caps. 57 and 84; 22 and 23 Vic., caps. 69, 81, 98, 112, 125 and 134; and any other Act or Acts relating to the London, Brighton and South Coast Railway Company. Also the 3 and 4 William 4th, cap. 46; 6 William 4th, cap. 75; 7th William 4th and 1 Vic., caps. 50 and 120; 1 Vic., cap. 93; 1 and 2 Vic., cap. 4; 2 Vic., cap. 42; 2 and 3 Vic., caps. 19 and 79; 3 Vic., cap. 46; 3 and 4 Vic., caps. 127 and 128; 5 Vic., sess. 2, cap. 3; 5 and 6 Vic., cap. 102; 6 and 7 Vic., caps. 51, 52 and 62; 7 Vic., cap. 25; 7 and 8 Vic., caps. 69 and 91; 8 and 9 Vic., caps. 80, 167, 186, 197 and 200; 9 Vic., caps. 55, 56 and 64; 9 and 10 Vic., caps. 171 305 and 339; 10 and 11 Vic., caps. 104, 230, 241 and 276; 12 and 13 Vic., cap. 28; 13 and 14 Vic., cap. 31; 14 and 15 Vic., cap. 19; 15 and 16 Vic., cap. 103; 16 and 17 Vic., caps. 116, 121, 130, 156; 18 and 19 Vic., caps. 16 and 169; 20 and 21 Vic., cap. 155; and any other Act or Acts relating to the South Eastern Railway Company; also 4 and 5 William 4th, cap. 88; 1 Vic., cap. 71, 1 and 2 Vic., cap. 27; 2 and 3 Vic., cap. 28; 4 and 5 Vic., caps. 1 and 39; 7 and 8 Vic., caps. 5, 63, and 86; 8 and 9 Vic., caps. 56, 88, 93, 107, 121, 165, 185 and 199; 9 and 10 Vic., caps. 129, 131, 173, 174, 175, 252, 355, 370 and 391; 10 and 11 Vic., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273 and 297; 11 and 12 Vic., caps. 75, 85, 87, 89, 125 and 157; 51 Geo. 3, cap. 196; 12 and 13 Vic., caps. 33 and 34; 13 and 14 Vic., cap. 24; 14 and 15 Vic., cap. 83; 16 and 17 Vic., cap. 164; 18 and 19 Vic., cap. 188; 19 and 20 Vic., cap. 120; 20 and 21 Vic., caps. 18, 24, 72, 121 and 136; 21 and 22 Vic., caps. 56, 58, 67, 89 and 101; 22 Vic., cap. 3, and 22 and 23 Vic., caps. 31, 44, 81, 95 and 134; and any other Act or Acts, relating to the London and South Western Railway Company. Also 41 Geo. 3rd, cap. 31; 47 Geo. 3rd, Sess. 2, cap. 80; 48 Geo. 3rd, cap. 99; 51 Geo. 3rd, cap. 170; 18 and 19 Vic., cap. 134; and any other Act or Acts relating to the Grand Surrey Docks and Canal Company. Also 50 Geo. 3rd, cap. 207; 51 Geo. 3rd, cap. 66; 51 Geo. 3rd, cap. 171; 57 Geo. 3rd, cap. 62; 6 Geo. 4, cap. 64; 14 and 15 Vic., cap. 43; 21 Vic., cap. 30; and any other Act or Acts relating to the commercial Dock Company. Also 8 and 9 Vic., caps. 36, 37, 43, 105, 111, 112, 123, 156, 198; 9th Vic., cap. 67; 9 and 10 Vic., caps. 80, 82, 152; 182, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 568, 369, 380, 396; 10 and 11

Vic., caps. 73, 107, 114, 118, 120, 121, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11th and 12th Vic., caps. 58, 60, and 130; 12th and 13th Vic., cap. 74; 13 and 14 Vic., cap. 36; 14th Vic., cap. 28; 14 and 15 Vic., cap. 94; 15th 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, 204; 18 and 19 Vic., caps. 172, 194; 19 and 20 Vic., caps. 52, 69, 123; 20 and 21 Vic., caps. 64, 98, 108; 21 and 22 Vic., caps. 130, 131; 22 and 23 Vic., cap. 1, 2, 5, 88, 113, 124, 126, and 134; and any other Act or Acts relating to the London and North Western Railway Company.

And also 5 and 6 Will. IV., cap. 107; 6 Will. IV., caps. 36, 38, 77, and 79; 1st Vic., cap. 91, 92 (1837); and 24 and 26 (1838); 2 Vic. cap. 27; 3 Vic., cap. 47; 3 and 4 Vic., cap. 105; 4 and 5 Vic., cap. 41; 5 Vic., session 2, cap. 28; 6 Vic., cap. 10; 7 Vic., cap. 3; 7 and 8 Vic., caps. 68 and 69; 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. 6, 7, 44, 98, 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 any other Act or Acts relating to the Great Western Railway Company.

And notice is hereby further given, that maps, plans, and sections of the said intended railways and works, of the lands proposed to be taken under the powers of the intended Act, together with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited with the Clerk of the Peace for the county of Surrey, at his office in Lambeth, and that on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the said intended railways and works are proposed to be made, or in which the said lands are situate, and also a copy of this notice as published in the London Gazette, will be deposited with the clerk of the vestry of each such parish, as is mentioned in Schedule A to the Act for the better local management of the metropolis, and with the clerk of the district board of parishes, in respect of each such parish as is mentioned in Schedule B to the last named Act, at their respective offices or places of abode, and, in the case of any extra-parochial place, with the vestry-clerk or clerk of the district board of the adjoining parish, at his office or residence.

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

Dated this 12th day of November, 1859.

W. G. Roy, 28, Great George-street, Westminster, S.W., Solicitor for the Bill.

Caledonian Railway.

(Merging of Lesmahagow Branches and relative Powers and Property, in undertaking of Caledonian Railway Company; Extinction of Lesmahagow Branches Stock in that Company; Incorporation of Holders thereof into new Company, with right to fixed Annuity from Caledonian Railway Company, or issue to them of Guaranteed or Preference Shares in last-mentioned Company; additional Share and Loan Capital; and Amendment or Repeal and 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 effecting the following objects, or some of them; that is to say,—For more completely merging in the undertaking of the Caledonian Railway Company, the railways and works authorized by "The Caledonian Railway (Motherwell Branch Extension) Act 1847," and "The Caledonian Railway (Lesmahagow Branches) Act 1847" as modified and amended by "The Caledonian Railway (Lesmahagow Branches) Act 1851," and "The Caledonian Railway (Lesmahagow Branches) Act 1854;"—for extinguishing the separate stock or shares in the said Company created and issued under the provisions of those Acts or any of them, and denominated "Lesmahagow Branches Stock," and "Lesmahagow Branches Shares," and all rights of voting at meetings of the said Company in respect thereof, and all powers of completing, maintaining, managing and working the said railways and works, raising and borrowing money for the purposes thereof, fixing and levying tolls, rates, and charges for the use of the same and the conveyance of traffic thereon, and other powers, rights, and privileges vested in, or exercised by the holders of the said separate stock or shares in relation to the said railways and works, by virtue of the said Acts, or any of them, or of any contract or agreement entered into under the powers thereof, or with reference thereto, or otherwise, and all rights and interests of the said holders in, or to the plant used on the said railways and works, and other moveable property connected therewith, and in or to the profits arising from the said railways and works and the conveyance of traffic thereon, and all arrears of such profits, except to the extent and in the manner hereinafter referred to; for vesting all such powers, rights, privileges, and interests (except the right of voting as aforesaid) in the Caledonian Railway Company, subject to the debts, burdens, and liabilities affecting the said railways, works, and other property, or incurred in relation thereto; for enabling that Company to create and issue additional stock or shares in their undertaking, with such preferences or priority of dividend, or other privileges if any, as may be considered expedient, in lieu of the separate stock or shares so to be extinguished, and of the portion of the separate stock or shares authorized by the said Acts or any of them which is still unissued, and to borrow on mortgage of their undertaking, or on bond or cash-credit, the sums authorized by the said Acts or any of them to be borrowed, and such additional sums as may be found necessary, and to fund or issue debenture stock in lieu of the sums so borrowed, or authorized to be borrowed; as also for incorporating the holders of the two classes of shares denominated respectively Class A Shares and Class B Shares in the said separate stock, into a new Company (under the name of the Lesmahagow Railways Guaranteed Company, or such other name as may be fixed by the said Bill), consisting of two classes of shareholder corresponding to the two classes of holders of the

said separate stock or shares, and providing for the payment by the Caledonian Railway Company to such new Company of a fixed annuity, in lieu of the rights and interests now possessed by the holders of the said separate stock or shares in, or to the profits arising from the said railways and works and the conveyance of traffic thereon, and for the apportionment of the amount of such annuity among the two classes of shareholders in the said new Company, in the proportions to be specified in the said Bill; and for securing, if considered necessary, the payment of such fixed annuity by the creation of a lien for the amount thereof in favour of the said new Company over the said railways and works and the net revenues arising therefrom, and the appointment, when necessary, of a judicial factor thereon, or otherwise: or, in lieu of incorporating such new Company, and providing for, and securing, the payment to them of a fixed annuity as aforesaid, provision will be made in the said Bill for the creation by the Caledonian Railway Company, and the issue to the holders of the two classes of the said separate stock or shares, of a corresponding amount of stock or shares in the Caledonian Railway Company, with right to guaranteed or preferential dividends at the respective rates to be specified in the said Bill, and secured to such holders, if considered necessary, in manner aforesaid.

And it is intended by the said Bill to vary or extinguish all rights and privileges which might in any manner interfere with the objects aforesaid, or any of them, and to confer all rights and privileges 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 several Acts hereinbefore mentioned, or some of them, or to repeal the said Acts or some of them, and re-enact and consolidate certain of the powers and provisions thereof, with the additional provisions and amendments hereinbefore referred to, and such other amendments as may be necessary or expedient; and also, so far as necessary, to amend "The Caledonian Railway Act 1845," and the several other Acts relating to the Caledonian Railway Company, passed respectively in the ninth and tenth, the tenth, the tenth and eleventh, the eleventh and twelfth, the twelfth and thirteenth, the fourteenth and fifteenth, the sixteenth and seventeenth, the seventeenth and eighteenth, the eighteenth and nineteenth, the twentieth and twenty-first, the twenty-first, 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 11th day of November, 1859.

Hope and Mackay, W.S., Edinburgh.
Grahame, Weems, and Grahame, 30, Great George-street, Westminster.

Cowes and Newport Railway Extensions.

Extensions from Newport to Ryde.—From Ryde to Ventnor, and from Newport to Ventnor.—Tramway at Ryde.—Branch Railway and Landing Place near Cowes.—Amendment of Acts and other Purposes.

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to alter, amend, enlarge, or repeal all or some of the provisions of "The Cowes and Newport Railway Act, 1859," and to

enable the Cowes and Newport Railway Company to extend their railway by making and maintaining the railways and works hereinafter mentioned, or some of them, with all necessary stations, approaches, and conveniences, that is to say:—

1.—A railway commencing by a junction with the authorised railway of the Cowes and Newport Railway Company, in or near the field numbered on the plans deposited with the Clerk of the Peace for the county of Southampton, in respect of the said authorised railway 16 in the parish of Carisbrooke; passing through the parishes or places following, or some of them, that is to say, Carisbrooke, Newport, and Whippingham, and terminating in the last-mentioned parish in a garden (known as Frampton's Nursery Garden) belonging to Edwin Mowbray, and in the occupation of Henry Frampton.

2. A railway commencing by a junction with the firstly hereinbefore described intended railway, at the termination thereof, in the parish of Whippingham, in a garden known as Frampton's Nursery Garden, belonging to Edwin Mowbray, and in the occupation of Henry Frampton; passing through the parishes or places following, or some of them, that is to say, Whippingham, Arreton, and Newchurch, and terminating in the parish of Newchurch, at or near the point where the turnpike-road from Knighton to Ashley Down, forms a junction with the turnpike-road from Down End to Ashley Down.

3.—A railway commencing at Ryde, in the parish of Newchurch, in a field in the occupation of George Taylor, situate at the rear of a house on the east side of Monckton-street, Ryde, in the occupation of Elizabeth Bearblock; passing through the parishes and extra-parochial places following, or some of them, that is to say, Newchurch, St. Helens, Brading, and Monckton Meads, and terminating by a junction with the secondly hereinbefore described intended railway at the hereinbefore described termination thereof in the parish of Newchurch, at or near the point where the turnpike-road from Knighton to Ashley Down forms a junction with the turnpike-road from Down End to Ashley Down.

4.—A railway commencing by a junction with the thirdly hereinbefore described intended railway, at the hereinbefore described termination thereof, in the parish of Newchurch, at or near the point where the turnpike-road from Knighton to Ashley Down forms a junction with the turnpike-road from Down End to Ashley Down; passing through the parishes or places following, or some of them, that is to say, Newchurch, Brading, and Shanklin, and terminating in a field in the said parish of Newchurch, known as Eight Acres, belonging to Joseph Diggle, Esquire, and in the occupation of Thomas Lidgard.

5.—A railway to be wholly situate in the parish of Newchurch, commencing by a junction with the fourthly hereinbefore described intended railway, at the hereinbefore described termination thereof, in a field known as Eight Acres, belonging to Joseph Diggle, Esquire, and in the occupation of Thomas Lidgard, and terminating in Ventnor, in or near certain land belonging to William Griffiths, known as the Quarries.

6.—A railway commencing by a junction with the firstly hereinbefore described intended railway, at the hereinbefore described termination thereof, in the parish of Whippingham, in a garden known as Frampton's Nursery Garden, belonging to Edwin Mowbray, and in the occupation of Henry Frampton; passing through the parishes or places following, or some of them, that is to say, Whippingham, Carisbrooke, Arreton, Godshill, and Newchurch, and terminating by a junction with

the fifthly hereinbefore described intended railway, at the hereinbefore described commencement thereof, in a field in the parish of Newchurch, known as Eight Acres, belonging to Joseph Diggle, Esquire, and in the occupation of Thomas Lidgard.

7.—A railway to be wholly situate in the parish of Newchurch, commencing by a junction with the secondly hereinbefore described intended railway, in a field near Knighton, known as Shelves, in the occupation of William Jacobs, and terminating by a junction with the fourthly hereinbefore described intended railway, in a piece of land known as Knighton Down, in the occupation of the said William Jacobs.

8.—A branch railway to the river Medina, commencing by a junction with the said authorised railway of the Cowes and Newport Railway Company, on the eastern side thereof, in a field numbered on the plans, deposited as aforesaid, in respect of of the said authorised railway, 156, in the parish of Northwood, and terminating in the river Medina, at a point four chains measured square from the bank of the said river, at the brick-field in Shamblers Coppice, with a landing place on and forming part of the said branch railway; and all of which branch railway and landing-place will be within the said parish of Northwood.

9.—A tramway, to be wholly situate in the parish of Newchurch, commencing by a junction with the thirdly hereinbefore described intended railway, at the commencement thereof at Ryde, in a field in the occupation of George Taylor, situate at the rear of a house on the east side of Monckton-street, Ryde, in the occupation of Elizabeth Bearblock, and terminating at or near the toll-house of the Ryde Pier.

The said several hereinbefore-described railways, branch railway, tramway, landing-place, and works, will be wholly situate in the Isle of Wight, in the county of Southampton.

And it is intended by the said Act to take power to cross, stop up, alter, or divert, either temporarily or permanently, all such turnpike and other roads, and highways, bridges, streams, rivers, brooks, sewers, waters, and watercourses, as may be necessary or expedient for the purposes of the said intended railways, branch railway, tramway, and works, and to authorise the dealing with certain roads, to be specified in the said Act, and the bridges to be constructed, for the purpose of carrying the said intended railways and branch railway, or either of them, over or under the same, in a manner other than, and different from, that prescribed in "The Railways Clauses Consolidation Act, 1845," with respect to the crossing of roads, or other interference therewith.

And it is further intended by such Act to authorise the purchase of lands and houses, compulsorily, for the purposes of the said intended railways, branch railway, tramway, and works respectively; to levy tolls, rates, and duties; to alter existing tolls, rates, and duties; to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties; and to confer, vary, or extinguish other rights and privileges.

And it is further intended by such Act to authorise the Company to raise additional capital, by the creation of new shares or stock, and by borrowing, or by either of those means, for all or any of the purposes aforesaid; and provision will be made in the said Act for keeping the capital and debenture debt, receipts, dividends, expenses, debts, and liabilities of the Company, in respect to the railways, branch railway, tramway, and works, by the said intended Act to be authorised, distinct from the capital and debenture debt,

receipts, dividends, expenses, debts, and liabilities of the Company, in respect of their present authorised railway and works, and for the receipt and apportionment of the respective tolls, charges, and revenues, and for the modification of the Board of Directors of the Company.

And it is intended to incorporate in the said 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," and to take power to amend or repeal all or some of the provisions of the Act 53rd Geo. 3rd, cap. 92, intitled "An Act for Amending the Roads and Highways within the Isle of Wight," "The Ryde Improvement Act, 1854," and "The Cowes and Newport Railway Act, 1859," and of any other Act which could in any manner impede or interfere with the several objects aforesaid, and to change the name or style of the Company.

Duplicate plans and sections, showing the line, situation, and levels of the proposed railways, branch railway, tramway, and works, and the lands and houses in or 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 30th day of November instant, be deposited with the Clerk of the Peace for the county of Southampton, at his office at Winchester, in the said county; and with the Clerk of the Peace for the county of the Isle of Wight, at his office at Newport, in the said island; and on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference, as relates to each parish in or through which the said proposed railways, branch railway, tramway, and works respectively, will be made, with a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of each such parish, at his residence; and, in the case of any extra parochial place, with the parish clerk of some parish immediately adjoining 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 eighth day of November, 1859.

C. W. Estcourt, } Newport, Isle of
J. A. Mew, } Wight,
Solicitors.

Marchant and Pead, 30, Great George-street,
Westminster, Parliamentary Agents,

Galashiels, Innerleithen, and Peebles Railway.

Incorporation of Company for Construction of Railways, Arrangements with North British Railway Company, Power to that Company to Subscribe, Amendment of Acts, and other purposes.

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to incorporate a Company with powers to make and maintain the railways hereinafter described, or one of them, or some part or parts thereof respectively, with all proper and necessary works and conveniences connected therewith, that is to say—

First,—A railway commencing by a junction with the Selkirk, branch of the North British Railway at a point thereon, at or near to the north end of the bridge over the river Tweed, on

the line of the said Selkirk Branch Railway, in the parish of Galashiels, and county of Selkirk, and terminating at or near a point where the Innerleithen and Traquair-road, joins the turnpike-road leading from Innerleithen to Peebles, in the parish of Innerleithen, and county of Peebles, which said railway and all necessary works and conveniences connected therewith will be situated in, or will pass from, through, or into, the parishes following, or some of them, that is to say, the parishes of Galashiels, Selkirk, Stow, Innerleithen, and Yarrow, all in the county of Selkirk, and the parishes of Innerleithen and Traquair in the county of Peebles.

Second,—A railway, commencing at or near the said point where the Innerleithen and Traquair-road joins the turnpike-road leading from Innerleithen to Peebles, at which point the proposed railway first hereinbefore described is intended to terminate, in the parish of Innerleithen and county of Peebles, and terminating by a junction with the Peebles Railway, at or near the south end of the passenger-shed at the Peebles Station of the said railway, in the parish and county of Peebles, which said railway and necessary works connected therewith will be situated in, or will pass from, through, or into the parishes and Royal Burgh following, or some of them (that is to say), the parishes of Innerleithen, Traquair, and Peebles, and the Royal Burgh of Peebles, all in the county of Peebles.

And it is proposed by the said intended Bill to take power to make lateral deviations from the lines of the said intended railways to the extent or within the limits defined upon the plans hereinafter mentioned, and also to cross, divert, alter, or stop up all such turnpike and other roads, paths, passages, rivers, streams, and water courses, water-pipes, or other obstructions, as it may be necessary or expedient to cross, divert, alter, or stop up for the purposes of the said intended railways and works connected therewith.

And notice is also hereby given that duplicate maps or plans and sections describing the lines, situations, and levels of the said intended railways and works, or one of them, and the lands, houses, and other heritages which may be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the owners, or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and heritages respectively, with a published map, with the lines of the said proposed railways delineated thereon, and a copy of this notice, as published in the Edinburgh Gazette, will be deposited for public inspection, on or before the 30th day of November current, in the office at Peebles of the principal Sheriff Clerk of the county of Peebles, and in the office at Selkirk of the principal Sheriff Clerk of the county of Selkirk, and that a copy of so much of such plans, sections, and book of reference respectively as relate to each of the said parishes and to the Royal Burgh before mentioned, together with a copy of this notice, published as aforesaid will, on or before the said 30th day of November be deposited for public inspection with the schoolmaster, or if there be no schoolmaster, with the session clerk of each such parish at the usual place of abode of such schoolmaster or session clerk, and with the town clerk of the Royal Burgh of Peebles, at his office in Peebles.

And it is intended by the said Bill to empower the Company to be incorporated to purchase compulsorily and otherwise, the lands, houses, and other property required for the purposes aforesaid to raise money by the creation and issue of shares, and by borrowing upon bond or mortgage;

to fund the money so borrowed or authorised to be borrowed; to convey passengers, goods, and other traffic on the said intended railways, and the railways communicating therewith; to levy tolls, rates, and charges, on and for the use of the said intended railways and relative works, and for the conveyance of passengers and goods, and other traffic thereon; 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 Company to be incorporated, and the owners of, and other parties interested in, the lands required for the said intended railways and works, and any other companies, corporations, communities, trustees, or 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 in property, feu, lease in perpetuity or otherwise, at such price, feu duty, ground annual, or rent, or for such consideration in shares, mortgages, or bonds, of the said Company or otherwise, as may be fixed upon.

And it is further intended by the said Bill to empower the North British Railway Company, by themselves, or others on their behalf, to subscribe and contribute towards the expense of the construction, maintenance, and working of the said proposed railways, or either of them, and relative works; and to take and hold shares in the said intended Company, and to apply any funds which they now have, or may have, power to raise, to these purposes; and also, if necessary, to raise additional capital for these purposes, by the creation and issue of new shares, or stock, in their undertaking, with such guarantee or priority of dividend, or other privileges, if any, as may be thought expedient; and by borrowing on bond or mortgage, or by one or other of these means, and to fund the amount so borrowed or authorised to be borrowed.

And it is further intended by the said Bill to empower the North British Railway Company, and the intended Company, to enter into agreements in relation to the maintenance and management of the said proposed railways, or either of them, or any part or parts thereof, the appointment of directors thereof, the use of and working of the traffic upon their respective railways, and the fixing, collection, and appointment of the tolls, rates and charges to be levied in respect of such traffic: and it is intended to confirm any agreements which may have been, or may be, entered into for effecting the objects aforesaid, or otherwise in relation thereto; and also to provide for and regulate the aforesaid matters, or some of them, by the said Bill.

And it is intended by the said Bill to empower the magistrates and town council of the Royal Burgh of Peebles, or other party interested to make and carry into effect such arrangement with the Company to be incorporated by the said Bill, as may be agreed upon in relation to the dues and customs leviable by the said magistrates and town council, or other party, upon goods, cattle, matters, and things passing on the said intended railways, from or into the said Royal Burgh, and to lease such dues and customs to the said Company, or to compound the same for a fixed or annual sum, and to empower the said Company to make and carry into effect such arrangements, and if it shall be so arranged, to empower the said Company to levy and recover the said dues and customs.

And it is intended to alter, amend, extend, and enlarge, or repeal, so far as necessary, "The

North British Railway Consolidation Act, 1858," "The Border Union (North British) Railways Act, 1859," and "The North British and "The North British and Selkirk Railways Amalgamation Act, 1859."

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 9th day of November, 1859.

Thomas Ranken, 68, Queen-street, Edinburgh.

Dodds and Greig, 18, Abingdon-street, Westminster, Parliamentary Agents.

Newcastle-upon-Tyne and Carlisle Railway and Port Carlisle Dock and Railway and Carlisle and Silloth Bay Railway and Dock Companies.

(Powers to Port Carlisle Dock and Railway Company and Carlisle and Silloth Bay Railway and Dock Company to raise additional capital, and to the same Companies, or either of them, and others to run over and use the Newcastle and Carlisle Railways; Limitation of Tolls; Facility Clauses, and powers and provisions for other purposes.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to alter, amend, extend, and enlarge, and where necessary to repeal, some of the powers and provisions of "The Port Carlisle Dock and Railway Act 1853," and of the Act 18th and 19th Vic., cap. 153, relating to the Carlisle and Silloth Bay Railway and Dock Company, and to confer on the Port Carlisle Dock and Railway Company (in this notice called the Port Carlisle Company) and on the Carlisle and Silloth Bay Railway and Dock Company (in this notice called the Silloth Company) respectively, and on both of them jointly, and on each of them separately, various additional powers and authorities, and amongst others, powers and authorities for all or some of the several purposes hereinafter mentioned or referred to.

It is intended by the said Bill to enable the Port Carlisle Company to raise for the general purposes of the Company additional capital by the creation of new shares or stock, and by borrowing on mortgage or bond, or by all, or any, or either of those modes, and to make such shares or stock either of one class or of different classes, and either ordinary guaranteed or preference shares or stock; and to authorise the said Company to attach to all or any of such shares or stock such rate of interest or dividend, either in perpetuity, or for a term of years, and either with or without any preference or priority (either fixed, fluctuating, contingent, perpetual, or terminable) in the payment of interest or dividend, over all or any of the existing debts or mortgages, promissory notes, or shares or stock of the Company, or of the proposed new shares or stock of the Company, and either with or without any other privileges, rights, and advantages, and either subject to or not subject to any rights of redemption or repayment, or other conditions and stipulations, and in all respects upon such terms as the said Company shall think fit; and to confer on the said Company the most ample powers in respect of the increase, application, distribution, and regulation of their existing and proposed capital.

It is intended by the said Bill to enable the Silloth Company to raise for the general purposes of the Company additional capital by the creation of new shares or stock, and by borrowing on mort-

gage or bond, or by all or any or either of those modes, and to make such shares or stock either of one class or of different classes, and either ordinary guaranteed or preference shares or stock; and to authorise the said Company to attach to all or any of such shares or stock such rate of interest or dividend, either in perpetuity, or for a term of years, and either with or without any preference or priority (either fixed, fluctuating, contingent, perpetual, or terminable), in the payment of interest or dividend over all or any of the existing shares, or of the proposed new shares or stock of the Company, and either with or without any other privileges, rights, and advantages, and either subject to or not subject to any rights of redemption or repayment or other conditions and stipulations, and in all respects upon such terms as the said Company shall think fit.

It is intended by the said Bill to authorise the Silloth Company to cancel any shares liable to be declared forfeited, and to cancel or extinguish shares forfeited or to be forfeited for non-payment of calls, and to issue new shares or stock in lieu of all or any of the shares which may be cancelled or extinguished, and in lieu of any other shares in the Company which heretofore have been, or hereafter may be surrendered or become forfeited, or cancelled, or extinguished, and to confer on the said Company the most ample powers in respect of the increase, application, distribution, and regulation of their existing and proposed capital.

It is intended by the said Bill to enable the Port Carlisle Company and the Silloth Company, or the Directors of those Companies, to appoint a joint committee for managing and working their respective railways, and any railways they may obtain power to run over or use under the said Bill, and also to make provisions and regulations for the constitution and proceedings of such joint committee, and for defining their powers and duties, and for conferring upon them all such powers of fixing tolls, rates, and charges, and making rules and regulations, and other powers as are usually vested in joint committees for working and managing, repairing, and maintaining railways.

It is intended to insert in the said Bill powers and provisions to compel and authorise the Newcastle-upon-Tyne and Carlisle Railway Company (in this notice called the Newcastle Company) to book through, receive, and, without undue interruption or delay, to forward over their several railways and branch railways, between the Port Carlisle Railway at Carlisle, and the Newcastle Company's stations in the town of Newcastle-upon-Tyne, and also between the Port Carlisle Railway at Carlisle and the main lines of the Lancaster and Carlisle and Maryport and Carlisle Railways at Carlisle, and also over the Alston branch of the Newcastle and Carlisle Railway, and over all other railways worked or used by the Newcastle Company, and to afford at all times such reasonable and proper facilities and accommodations upon their said railways and at their stations, and to perform such services in the transmission of traffic upon their said railways and at their stations, as shall effectually secure the forwarding of all passengers, goods, minerals, animals, and other traffic, desiring or requiring to pass from the railways of the Port Carlisle Company or of the Silloth Company, or either of them, on to, upon, and over all or any of the before-mentioned portions of the Newcastle and Carlisle Railways, and branch railways, or railways worked or used by the Newcastle Company, or desiring or requiring to pass from the town of Newcastle-upon-Tyne or any station on the Newcastle and Carlisle Railways, or any branch thereof, or on

any railway worked by the Newcastle Company, or from the Lancaster and Carlisle Railway, or from the Maryport and Carlisle Railway, over any of the railways and branch railways of the Newcastle Company, on, to, or over the Port Carlisle Railway at Carlisle for Carlisle, or for any station on that railway, or on the Carlisle and Silloth Bay Railway, or for shipment at Silloth Dock, and to compel the Newcastle Company to make all other necessary arrangements for booking at their stations, and for the passage and punctual transmission of all or any of such traffic as aforesaid which may be offered to them for transmission, and to enable the Port Carlisle Company and the Silloth Company jointly, or either of them separately, to charge tolls, rates, and charges in respect of the traffic so received and forwarded, and to fix and determine the amount of such tolls, rates, and charges, and to fix and determine or to provide for the ascertaining and determining the same, and the proportion thereof to be paid to the Newcastle Company for the use of their railways and stations and for the services performed by that Company, by agreement among the Companies interested, or by arbitration, at the instance of the Port Carlisle Company and Silloth Company, or either of them, or otherwise as shall be provided for in the said Bill, or be directed by Parliament, and to grant exemptions from the payment of such tolls, rates, and charges, and to confer other rights and privileges, and to compel the Newcastle Company from time to time to account to the Port Carlisle and Silloth Companies, or either of them, for such proportion of the sums received by the Newcastle Company at their stations, in respect of any such traffic as aforesaid, as the Port Carlisle and Silloth Companies, or either of them, may be entitled to receive in respect of the passage of such traffic over the Port Carlisle Railway and Silloth Bay Railway, or either of them, or any part thereof, as the case may require, and to compel the Newcastle Company, if required by the Port Carlisle and Silloth Companies, or either of them, to carry on such traffic, as aforesaid, over the railways belonging to, or worked or used by the Newcastle Company, in carriages, waggons, and trucks, belonging to or supplied by, the Port Carlisle and Silloth Companies, or either of them, so that no change of carriage shall be required in the transmission of any traffic from or to the Port Carlisle Railway, or to or from any part of the railways belonging to, or worked or used by, the Newcastle Company.

It is intended by the said Bill to enable the Port Carlisle Company and the Silloth Company jointly, or either of them separately, and any other Company for the time being, lawfully using or working the railways of both or either of those Companies, and either by agreement or upon terms to be determined by arbitration, at the request of both or either of the said Companies, or of the Company so using or working as aforesaid, or by the Board of Trade, upon the application of both or any or either of the Companies desiring to exercise such powers, or otherwise, as shall be provided for in the said Bill, or as Parliament shall authorise or direct, to run and pass over with engines and carriages belonging to, or supplied by them, or with the engines and carriages of such other Company as aforesaid, all and every portion of the railways and branch railways of the Newcastle and Carlisle Railway Company, and of all railways worked or used by them, situate between the Port Carlisle Railway at Carlisle, and the stations of the Newcastle Company, in the town of Newcastle-upon-Tyne, and also between the Port Carlisle Railway, at Car-

lisle, and the main lines of the Lancaster and Carlisle and Maryport and Carlisle Railways at Carlisle, and also over the Alston branch of the Newcastle and Carlisle Railway, and all the stations, booking-offices, waiting-rooms, water and watering-places, sidings, and other conveniences at or connected with the stations or on the lines of or adjoining the said railways and branch railways and portions of railway so to be used or run over by the said Port Carlisle and Silloth Companies, or either of them, or by such other Company lawfully using or working their or either of their railways as aforesaid, and subject as aforesaid to fix and determine the amount of rates, tolls, and charges which shall be paid by the said Port Carlisle and Silloth Companies, or either of them, or by such other Company as aforesaid, for the use by them of the said Newcastle and Carlisle Railways and branch railways, or portions of railway, and other railways worked or used by them as aforesaid, and the stations, booking-offices, waiting-rooms, water, watering-places, sidings, works, and other conveniences, or any of them; and also, if necessary, to alter or limit the tolls, rates, and charges now authorised to be levied and demanded by the Newcastle Company for the use of the same railways, branch railways, and portions of railway, stations, booking-offices, waiting-rooms, water, watering-places, sidings, works, and other conveniences as aforesaid, or any of them so run over or used by the Port Carlisle Company and Silloth Company, or either of them, or such other Company as aforesaid, lawfully using or working their or either of their railways as aforesaid, and to enable such Companies or Company to carry passengers, goods, minerals, animals, and other traffic on and over the said Newcastle and Carlisle Railways and branch railways and railways worked or used by them, and on and over other railways, and to charge tolls, rates, duties, and other charges in respect thereof, and to recover and enforce payment of such tolls, rates, duties, and charges, and to confer, vary, or alter exemptions therefrom, and to confer, vary, or alter other rights, privileges, and exemptions.

It is intended by the said Bill to confer upon the Port Carlisle Company, and on the Silloth Company, and upon all goods, minerals, and other traffic carried by them jointly or by either of them separately into or out of the town or borough of Newcastle-upon-Tyne, and which would be subject to the payment to the Corporation of the said borough, or to any other body, or to their officers, of any toll, thorough or great toll, or other toll, rate, or charge of import or export, full, free, and entire exemption from, and from the payment of such tolls, rates, or charges, or any demand in respect thereof; also power to the said Companies, or either of them if they shall think fit, and to the Corporation of the said town or borough, to agree for the payment of a sum in gross or annual sum as a compensation for such exemption, and to charge the same upon the tolls and other revenue of the Companies or Company making such agreement; and also, if it shall be deemed expedient so to do, to make provision in the said Bill for ascertaining the amount of such compensation by arbitration in case the said Companies or Company and the said Corporation cannot agree as to the amount thereof, or in case either of them shall refuse to treat with the other of them for the purpose of ascertaining and settling such amount, or the mode or time of payment thereof, or the security to be given for the same.

It is intended by the said Bill to provide that, in the event of the Newcastle Company being amalgamated with any other Company by or under any Act to be passed in the next session of Par-

liament, then that all the powers and authorities which by the said Bill may be conferred upon the Newcastle Company, shall vest in the said amalgamated Company, and that all liabilities to which the said Newcastle Company or their said railways, or any of them, or any railways worked by them, shall be made subject, shall attach to the said amalgamated Company, and to the several railways and works of the Newcastle Company in their hands.

It is intended by the said Bill, in addition to the before-mentioned Acts, to alter, amend, extend, and enlarge, and, where necessary, to repeal all or some of the powers and provisions of the several local and personal Acts of Parliament following; that is to say: The 10 Geo. IV., cap. 72; 2 and 3 Will. IV., cap. 92; 5 and 6 Will. IV., cap. 31; 1 and 2 Vic., cap. 23; 4 and 5 Vic., cap. 44; 9 and 10 Vic., cap. 394; 12 and 13 Vic., cap. 43; 13 and 14 Vic., cap. 72; 17 and 18 Vic., cap. 57; and all other Acts relating to the Newcastle-upon-Tyne and Carlisle Railway Company; the 17 and 18 Vic., caps. 73, 164, and 211; the 20 and 21 Vic., caps. 19, 33, and 46; and the 22 and 23 Vic., caps. 10, 12, 85, 91, and 100 respectively, relating to the North-Eastern Railway Company and its undertaking, and the several Acts in such Acts respectively, or any of them, recited or referred to, and all other Acts relating to the said Company or any Company incorporated therewith the several charters relating to the town or borough and county of Newcastle-upon-Tyne, and the following Acts of Parliament also relating thereto, viz.: 1 Vic., cap. 72; 4 and 5 Vic., cap. 71; 9 and 10 Vic., cap. 121; 13 and 14 Vic., cap. 77; 16 and 17 Vic., cap. 182; and 18 and 19 Vic., cap. 99; and all other Acts relating to the town or borough of Newcastle-upon-Tyne; the 7 and 8 Vic., cap. 37; the 8 and 9 Vic., caps. 32, 38, and 83; the 9 and 10 Vic., caps. 92, 257, and 260; the 12th and 13th Vic., cap. 87; the 20 and 21 Vic., cap. 161; 21 and 22 Vic., cap. 128; and 22 and 23 Vic., cap. 124; and all other Acts relating to the Lancaster and Carlisle Railway; the 1st Vic., cap. 101; 6 and 7 Vic., cap. 70; 7 Vic., cap. 36; 14 and 15 Vic., cap. 72; and 18 and 19 Vic., cap. 79; and all other Acts relating to the Maryport and Carlisle Railway; and of any other Act or Acts of Parliament, the provisions of which will be interfered with by the said Bill; and also, if need be, to reduce or vary any tolls, rates, and charges authorised to be taken by or under all or any of the said Acts, and to grant exemptions from such tolls, rates, and charges, and other rights, privileges, and exemptions.

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

Dated this 10th day of November, 1859.

John Nanson, Solicitor, Carlisle.

Midland Railway.

(Burton-upon-Trent-Deviation, and Extension of Branch Railways and New Railways at Burton-upon-Trent; Working and other Arrangements; Abandonment of portion of authorized Railway; and Amendment of Acts.)

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

To authorize the Midland Railway Company, (hereinafter called "the Company") and Messrs. Samuel Allsopp and Sons, or one of them, to make and maintain the railways hereinafter mentioned,

or some or one of them, with all proper stations, approaches, works and conveniences connected therewith respectively (that is to say):

1. A deviation of the railway authorized by "The Midland Railway and Burton-upon-Trent Bridge Act, 1859," and therein described as "a branch railway, commencing by a junction with the main line of the Midland Railway, in the township of Horninglow and parish of Burton-upon-Trent, and terminating on the south-eastern side of Guild-street, in Burton-upon-Trent, in that parish;" such deviation to commence by a junction with the said branch railway in or near the field numbered on the plans thereof, deposited in the Private Bill Office of the House of Commons and with the Clerk of the Peace for the county of Stafford, 15, in the township of Burton-upon-Trent, in the parish of Burton-upon-Trent, and to terminate by a junction with the said authorized branch railway in the field, numbered on the said plans 52, in the said township and parish; and which said deviation will be situated in the townships of Horninglow and Burton-upon-Trent, or one of them, in the parish of Burton-upon-Trent, in the county of Stafford.

2. An extension of the said authorized branch railway, to commence from and out of the same, in or near to a property numbered on the plans hereinbefore referred to, 59, in the said township and parish of Burton-upon-Trent, and to terminate in or near a property belonging to Messrs. Samuel Allsopp and Sons adjoining and on the west side of Trinity-churchyard, in Burton-upon-Trent, in the last-mentioned township and parish.

3. A railway, to commence from and out of the intended railway last described in the last-mentioned property of Messrs. Samuel Allsopp and Sons, and to terminate in the last-mentioned township and parish, on the Hay, near to the bank of the river Trent, and opposite the boundary between the old brewery premises of Messrs. Samuel Allsopp and Sons, and the old brewery premises of Messrs. Bass and Co., with two short junction curves for the purpose of connecting that railway with the branch railway described in "The Midland Railway and Burton-upon-Trent Bridge Act, 1859," as terminating near to the churchyard of the parish church of Burton-upon-Trent in that parish, which curves will be situated on the Hay, near to and opposite the two last-mentioned brewery premises.

4. A railway, to commence in the new cooperage yard of Messrs. Samuel Allsopp and Sons (being the property numbered, upon the plans before referred to, 47, in the said township and parish of Burton-upon-Trent), and to terminate at or near the south-west corner of the old cooperage premises of Messrs. Samuel Allsopp and Sons, on the north side of Horninglow-street, in Burton-upon-Trent.

5. A railway, to commence from and out of the said old cooperage premises of Messrs. Samuel Allsopp and Sons, at or near the south-east corner thereof, and to terminate in the old brewery premises of Messrs. Samuel Allsopp and Sons, near to the south-west corner thereof, and there to join the railway thirdly hereinbefore described; and which said intended railways, secondly, thirdly, fourthly, and fifthly described, will be wholly situate in the said township and parish of Burton-upon-Trent, in the county of Stafford.

To authorize the Company and Messrs. Samuel Allsopp and Sons, or one of them, to purchase lands, houses, buildings and hereditaments, by compulsion or otherwise, for the purposes of the several railways and works so proposed to be constructed as aforesaid.

To authorize the altering, diverting, or stop-

ping up, of all turnpike and other roads, highways, streets, railways, tramways, footways, aqueducts, canals, streams, and rivers, 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 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 railways and other works, and the conveniences and accommodation connected therewith; to grant exemptions from tolls, rates, duties, and charges, to vary existing tolls, rates, duties, and charges, and to alter and amend the provisions in "The Midland Railway and Burton-upon-Trent Bridge Act, 1859," with respect to tolls and charges.

To enable the Company and Messrs. Samuel Allsopp and Sons to enter into and carry into effect arrangements and agreements for or with respect to the execution and maintenance, and the defraying and apportioning of the cost of such execution and maintenance, and the working, use and management of the said intended railways, and the railway authorized by "The Midland Railway and Burton-upon-Trent Bridge Act, 1859," and hereinbefore described, or some of them, or some part or parts thereof.

To enable the Company to apply to all or some of the purposes of such Act any capital or funds now belonging to them, or hereafter to belong to them, or under the control of their directors: and to raise additional capital by the creation of ordinary or preference shares or stock, or by borrowing or by some of those means.

And notice is hereby given, that plans and sections of the said intended railways and works, and of the lands and property so proposed to be purchased and taken as aforesaid, together with a published map with the proposed lines of railway delineated thereon, so as to show their general course and direction, and books of reference to such respective plans, and a copy of this notice as published in the London Gazette, will, on or before the thirtieth day of November in this present year, be deposited for public inspection with the Clerk of the Peace for the county of Stafford, at his office in Stafford; and that on or before the said thirtieth day of November, a copy of the said plans, sections, and books of reference, together with a copy of this notice, will be deposited for public inspection with the parish clerk of the parish of Burton-upon-Trent, at his residence.

And it is proposed by the intended Act to authorize the abandonment of so much of the said branch railway authorized by "The Midland Railway and Burton-upon-Trent Bridge Act, 1859," as is situate between the property, numbered on the plans thereof 34, in the township and parish of Burton-upon-Trent, and the termination of the intended railway hereinbefore firstly described.

And also to alter, amend, extend and enlarge, or to repeal 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 Act, 7th and 8th Victoria, chapters 13 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 22nd and 23rd Victoria, chapters 130 and 136.

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

Dated this 8th day of November, 1859.

J. W. and G. Whateley, Birmingham.

The Oswestry and Newtown Railway.

(Powers to raise Additional Capital; Arrangements for completion of Works, and as to Capital; Powers to Lease the Undertaking; to Amalgamate with other Companies; Traffic and Working Arrangements with other Companies; Provisions as to Stations; Power to subscribe to the Mid-Wales and other Railways; and to Approach and Bridge at Cilgwyn; Power to construct same; Renewal and Extension of Powers as to Purchase of Lands and Completion of Works; Substitution of Level Crossings for Bridges and Alteration of Incline; Amendment of Acts.)

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 or one of them, that is to say:—

To enable the Company to raise additional capital, as well for the completion and general purposes of their undertaking as now authorised, as for the objects and purposes of the intended Act or any of them, either by the creation and issue of new shares, or by borrowing on mortgage or bond, either with or without raising additional share capital, or by the issuing of bills or notes, or by all or any, or partly by some or one, and partly by another or others of the aforesaid means, or such other means as shall be provided by the said intended Act, and also to cancel and accept surrenders of all or any forfeited or unissued or other shares in their undertaking, and to create and issue new shares in lieu thereof; and also to grant and assign to, or impose upon all or any of such new shares which may be created or issued under the provisions of the said intended Act such perpetual, or redeemable, or other preference or priority in the payment of interest or dividends, or such guaranteed dividends or other rights and privileges, restriction, and qualifications as may be provided by or under the provisions of the intended Act; and to authorise the issue of all such shares, or any other shares, in the control of the Company or the directors thereof, at such price, in such manner, and upon such terms as may be authorised by or prescribed in the said intended Act; and also to confirm certain contracts, agreements, and arrangements which have been, or which, before the passing of the intended Act, may be entered into, or made by the Company, for the construction and completion of their railway and works, and for the working and leasing of the same, and for and in respect of the issue of shares and debentures of the Company in connection therewith, and of the forfeiture and re-issue of shares; and to enable the Company to carry into effect such contracts and agreements with such, if any, modifications as circumstances may require, or as may be deemed expedient: or other

contracts, arrangements, or agreements to the like purport or effect.

To enable the Company to demise or lease wholly, or in part, for such term or term of years for such consideration, or annual rent, or reservations, and under and subject to such clauses, powers, and conditions in regard to the determination of the lease or leases respectively and otherwise, as shall be agreed upon, or provided by the intended Act, to any person or persons, or to the Great Western, and the London and North Western Railway Companies, or to any other Company or Companies, already incorporated, or to be incorporated, or partly to one or more person or persons, Company or Companies, and partly to other person or persons, Company or Companies, the undertaking of the Company, and all the estate, right, title, and interest, works, and conveniences of the Company, and the messuages, lands, tenements, hereditaments, and premises belonging or appertaining thereto, or connected therewith, and all the powers and privileges now vested, or hereafter to be vested in the Company relating thereto, and to grant to the lessee or lessees, all necessary powers for accepting the lease, or leases, and to enable such lessee or lessees to exercise the powers, authorities, and privileges, or any of them, now or hereafter to be vested in the Company, to levy and receive tolls, rates, and duties, and to transfer to such lessee or lessees respectively, during the continuance of such lease or leases respectively, all other rights, powers, and privileges, duties, liabilities, and obligations of the Company relating to their said undertaking or any of them, and to relieve the Company from such duties, obligations, and liabilities, and to confer upon the lessee or lessees respectively the benefit of all or any of the contracts entered into by the Company; and to enable such lessee or lessees to underlet or transfer the interest in such lease or leases respectively to any Company, or person authorised to accept a lease, directly from the Company.

To authorise the union and amalgamation of the Company with the Llanidloes and Newtown, the Shrewsbury and Welchpool, and the Newtown and Machynlleth Railway Companies, or with any one or two of those Companies, and the union and consolidation into one undertaking of the separate undertakings of the Companies so to be amalgamated (hereinafter called "The United Company"), so that the undertakings of such amalgamated Companies, and all railways, lands, stations, and works belonging to, or held by or for them respectively, or held by them jointly, or which may be acquired by or vested in them respectively during the next session of Parliament, and all their respective estates and interests, rights, powers, privileges, duties, and liabilities, of what nature or kind soever, may be vested in, and belong and attach to, and be exercised and enjoyed by the united Company, such union and amalgamation to be upon the terms and conditions, and subject to the provisions and regulations which have been or may be agreed upon between the same Companies, or which may be provided for in the said Bill, or be prescribed by Parliament.

To declare and regulate the capital, stock, and borrowing powers of the united Company, and the rights, privileges, preferences, and priorities in the same capital of the proprietors of stock or shares in the Companies so to be amalgamated, and to enable the united Company to connect all or any part of their existing mortgage, or bond debt, and the monies authorised to be borrowed on mortgage or bond into shares or stock, and to attach to such shares or stock such amount of dividend and preference in the payment thereof,

and such other advantages as may be prescribed by the said Bill.

To enable the Company and the Llanidloes and Newtown, the Shrewsbury and Welchpool, the Newtown and Machynlleth, the Mid-Wales, the Great Western, and the London and North-Western Railway Companies, and the Shropshire Union Railways and Canal Company, and any other Company or Companies which may be authorised to construct any railway or railways between the southern or New Bridge terminus of the authorised line of the Mid-Wales Railway, and Llandrindod and Builth, in the county of Radnor, and Llandovery, in the county of Carmarthen, and Glasbury and Brecon, in the county of Brecon, or between the said terminus and any of such places and any such amalgamated Company as aforesaid, or any, or some, or all the said Companies, to make and enter into agreements and arrangements with the others, or any, or some, or one of the others of them, for or in respect of the use, working, and management of the railways of the said Companies respectively, or any of them, and the several branches, works, and conveniences to the same railways respectively, or any, or some, or one of the same railways, works, branches, and conveniences respectively, or any, or some part or parts thereof respectively, by any or some or one of all the said other Companies; also for the conveyance and management by any or some or one of all the said Companies of the whole or any part of the traffic upon or of the said railways respectively, or any of them, or which shall arise or commence upon, or pass to or from the said railways respectively, or any of them, or any part or parts thereof respectively; also for the division and apportionment of such traffic, or any part or parts thereof between the Companies entering into such agreements or arrangements respectively—the supply of any rolling or working stock for such purposes—the management, maintenance, and repair of the said railways or any or either of them, or any part or parts thereof respectively—the cost and expenses of such working, management, maintenance, and repairs—the collection, delivery, and general conduct of such traffic—the fixing, collecting, taking, and levying of the tolls, rates, and charges, in respect thereof, and the division and apportionment between the Companies making or entering into such agreements or arrangements of the receipts arising from all or any of such traffic as aforesaid, upon, or of, or which shall arise or commence upon, or pass to or from the said railways respectively, or any of them, or any parts thereof respectively; or the rents or other considerations to be paid by any or either of the said Companies to the others or other of them, in respect of any such use, working, or management as aforesaid or otherwise; or for some or one of the several purposes or objects aforesaid, and for confirming and sanctioning any agreement or agreements which at the time of the passing of the said Act shall have been, or thereafter may be made or entered into between the said Companies, or any or either of them, with any or either of the others of them, for all or any of the purposes or objects aforesaid.

To enable the Company, and the Llanidloes and Newtown, the Shrewsbury and Welchpool, the Newtown and Machynlleth, the Mid-Wales, the Great Western, and the London and North-Western Railway Companies, and the Shropshire Union Railways and Canal Company, and any such amalgamated Company as aforesaid, or any of those Companies, to enter into and carry into effect contracts and agreements for the user by any, or some, or one of those Companies, of any

station or stations belonging, or which hereafter may belong to such Companies, or any or either of them: together with all or any of the watering-places, sidings, platforms, booking-offices, warehouses, and other buildings and conveniences connected therewith respectively; and also to enable the Company, and also any such amalgamated Company as aforesaid, and the Great Western Railway Company, to enter into and carry into effect contracts and agreements for the sale, to the Great Western Railway Company or user by them, with their engines, carriages, and waggons, of all or any of such and such portions of the railway, works, lands, buildings, and property of the Company as are or shall be at or near the Oswestry terminus of their railway, or at or near the site of the intended new passenger station or stations at or near Oswestry, or such station or stations as shall be there erected, or shall be between such station or stations and the junction of the railway of the Company with the Great Western Railway. And also for the sale to the Company, or any such amalgamated Company or user by such Companies, or either of them, of the Oswestry Branch of the Great Western Railway, with the sidings, stations, booking-offices, watering-places, and conveniences connected therewith, or any of them, or any part or parts thereof respectively. And also to enable the Company, or any such amalgamated Company, and the Llanidloes and Newtown, and the Newtown and Machynlleth Railway Companies, or any or either of them, to enter into and carry into effect contracts and agreements for the sale to or user by the Llanidloes and Newtown and Newtown and Machynlleth Railway Companies, or either of them, of all or any of such portion of the railway and works, lands, and property of the Company, or such as they have or may have the power of purchasing or taking, with all the conveniences and appurtenances relating thereto, at or near the site of the intended station at or near Newtown, or such station or stations as may be erected at or near Newtown, and between such site or station or stations and the junction of the railway of the Company with the Llanidloes and Newtown Railway, and also to enable the Llanidloes and Newtown Railway Company, and any such amalgamated Company, and the Mid-Wales Railway Company, or any or some of those Companies, to enter into and carry into effect contracts and agreements for the user by or sale to the Llanidloes and Newtown Railway Company, or any such amalgamated Company as aforesaid, of such portion of the railway, land, and property of the Mid-Wales Railway Company, or which they have or may have the power of purchasing or taking, or any or some part or parts thereof as lie or shall lie between the site of the intended station, or such station or stations as may be erected at Llanidloes, and the junction of the authorised line of the Mid-Wales Railway with the Llanidloes and Newtown Railway.

To enable the Company, and the Llanidloes and Newtown, the Shrewsbury and Welchpool, the Newtown and Machynlleth, the Mid-Wales, the Great Western, and the London and North-Western Railway Companies, and the Shropshire Union Railways and Canal Company, and any such amalgamated Company as aforesaid, or any of those Companies, to enter into and carry into effect contracts, and agreements, and arrangements for the joint construction and use, and joint management of stations, with suitable approaches, works, and conveniences at or near Oswestry, Buttington, Welchpool, Newtown Caersws, and Llanidloes, or any or either of those places, or at or near any other of the junc

tions of the railways, of the said Companies respectively, or any of them.

To enable the Company and any such amalgamated Company to contribute towards the capital and hold shares in the undertaking of the Mid-Wales Railway Company, and any other Company or Companies which may be authorised to construct any such railway or railways as aforesaid, between the said southern terminus of the authorised line of the Mid-Wales Railway, and such other places as aforesaid, or any or either of them, and to appoint directors of the said Companies respectively.

To enable the Company to construct and maintain, or contribute, either absolutely or by way of loan on mortgage of the tolls, or otherwise, for or towards the coast of constructing and maintaining the whole or part of an approach by a turnpike or other road or highway from the railway of the Company at or near Cilgwrigan, over the river Severn, by or near Aberbechan and Bettws village, to unite with the turnpike road leading from Newtown to Llanfair, at or near Tregynon village, all in the county of Montgomery, and towards the improving and converting into a turnpike or other improved road the highways or roads now existing along the line of the said intended road, and also for or towards the erection of bridges over the river Severn and the Shropshire Union Canal in the line of such intended road, or for or towards all or any of such purposes, which said intended road, and bridges will be situate within the parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Llanmerewig, Llanllwchaiarn, Aberbechan, Gwestydd, Hendidley, Cilcwen, Bettws, Bettws Kedewen, Dolforwyn, Gartgellin, Llaneithion, Ucheldre, Tregynon, Aberhaley, Llanfechan, and Pwll Llan, all in the county of Montgomery.

To revive and extend for further periods the powers and respective periods by the Oswestry, Welchpool, and Newtown Railway Act, 1855, given and limited for the compulsory purchase of lands, and for the completion of works.

To enable the Company to make and maintain their railway across the roads numbered respectively in the plans referred to in the Oswestry, Welchpool, and Newtown Railway Act, 1855, as follows, that is to say, 144 in the parish of Oswestry, in the county of Salop; 106 and 57 in the parish of Forden; 26, 24, and 8 in the parish of Llandyssil; and 33 in the parish of Llanmerewig, all in the county of Montgomery, on a level with such roads.

To enable the Company to maintain a bridge which carries the turnpike-road, numbered 144 on the said plans, in the parish of Oswestry, over the railway, with ascents steeper than one foot in 30 feet.

To alter, amend, repeal, re-enact, or enlarge, so far as it may be necessary or expedient so to do, all, or any, or some of the provisions and powers of the several Acts, or some of them, relating to all the said Companies respectively, and in particular of the following Acts, that is to say, "The Oswestry, Welchpool, and Newtown Railway Act, 1855;" "The Shrewsbury and Welchpool Railway Act, 1856;" "The Shrewsbury and Welchpool Railway Act, 1858;" "The Newtown and Machynlleth Railway Act, 1857;" "The Mid-Wales Railway Act, 1859;" the Acts relating to the Llanidloes and Newtown Railway Company, that is to say, 16 and 17 Vic. cap. 143; 19 and 20 Vic. cap. 22; and 22 and 23 Vic. cap. 30.

And also the several Acts following, relating to or affecting the Great Western Railway Company, that is to say, 5 and 6 Will. IV, cap. 107; 6 Will. IV, caps. 36, 38, 77, and 79; 1 Vic. caps.

91 and 92 (1837), and 24 and 26 (1838); 2 Vic. cap. 27; 3 Vic. cap. 47; 3 and 4 Vic. cap. 105; 4 and 5 Vic. cap. 41; 5 Vic. session 2, cap. 28; 6 Vic. cap. 10; 7 Vic. cap. 3; 7 and 8 Vic. cap. 68; 8 and 9 Vic. caps. 40, 53, 155, 156, 184, 188, 190, and 191; 9 Vic. cap. 14; 9 and 10 Vic. caps. 166, 181, 236, 239, 240, 278, 313, 315, 335, 337, 338, 369, and 402; 10 and 11 Vic. caps. 60, 72, 76, 91, 101, 109, 149, 154, 226, and 242; 11 and 12 Vic. caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 153, and 159; 13 Vic. caps. 6 and 7; 13 and 14 Vic. caps. 44, 98, and 110; 14 and 15 Vic. caps. 48 and 81; 15 and 16 Vic. caps. 125, 133, 140, 145, 147, and 168; 16 and 17 Vic. caps. 121, 153, 175, and 212; 17 and 18 Vic. caps. 108, 120, 163, 192, 202, 204, 207, 209, 215, and 222; 18 and 19 Vic. caps. 69 and 191; 20 and 21 Vic. cap. 13; and 22 and 23 Vic. caps. 1 and 64.

And also of the several Acts following, or some of them, relating to the London and North-Western Railway Company, and Shropshire Union Railways and Canal Company, that is to say, local and personal:—1 Will. 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, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 304, 309, 322, 323, 324, 328, 331, 359, 363, 369, 380, and 396; 10 and 11 Vic. caps. 73, 107, 114, 118, 120, 121, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vic. caps. 58, 60, and 130; 12 and 13 Vic. cap. 74; 13 and 14 Vic. cap. 36; 14 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. 179, 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, and 113.

And notice is hereby lastly given, that on or before the 30th November, 1859, plans and sections of the said intended approach, road, and bridges, and of the roads to be crossed on a level and incline, and a book of reference to such plans, and a copy of this notice as published in the London Gazette, and a published map showing the general course or direction of the said new road, will 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 Montgomery, at his office at Welchpool, and that on or before the said 30th day of November, copies of so much of the said plans, sections, and book of reference as relates to each parish in which any of the said works are to be made, or altered, or completed, and maintained, will, together with a copy of this notice as published as aforesaid, be deposited with the parish clerk of each such parish, at his place of abode; and that on or before the 23rd day of December, 1859, 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 the 9th day of November, 1859.

Howell and Jones, Welchpool, Solicitors for the Bill.

Sacriston Junction and South Shields Railway.
(Incorporation of Company — Construction of Railways and Shipping Places.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for leave to bring in a Bill to incorporate a Company, and to enable such Company to make and maintain the railways and works here-

inafter mentioned, or any of them, with all proper stations, sidings, wharves, spouts, drops, shipping places, works, and conveniences connected therewith, that is to say :—

1st. A railway commencing at or near the terminus of the Sacriston Railway, at or near to the junction of the Sacriston Railway and Waldrige Colliery Railway, in the township of Edmondsley, and parish of Chester-le-street, and terminating at or near the quay or wharf in front of the plate glass works of Robert Walter Swinburne and Company, South Shields, in the township of South Shields, and chapelry of Saint Hilda, in the parish of Jarrow, and which said railway will pass from, in, through, or into the following parishes, chapelries, townships, and extra-parochial places, or some of them, namely, the parish of Chester-le-street, the townships of Edmondsley, Pelton, Chester-le-street, Harraton and Birtley, the parishes and extra-parochial places of Washington and Usworth, the townships of Washington, Great Usworth, Little Usworth, Hylton, Barmston, the parish of West Boldon, the township of West Boldon, the township of East Boldon, the parish of Whitburn, chapelry of Saint Hilda, the parish of Jarrow, the townships of Whitburn, Harton, Westoe, and South Shields, all in the county of Durham, and the parish of Saint Nicholas, in the borough and county of Newcastle-upon-Tyne.

2nd. A railway commencing on the Crag Head Colliery Railway about one chain below where the said railway crosses the road to Beamish, in the township of Pelton, and passing from, in, through, or into the townships of Pelton, Chester-le-street, and Edmondsley, or some of them, and terminating by a junction with the intended railway first above described about two chains north of the Pelton Colliery Inn, in the said township of Pelton, all in the parish of Chester-le-street aforesaid.

3rd. A railway commencing by a junction with the intended railway first above described at a point about 100 yards to the north of Moor House Farm Buildings, in the said township of Harton, and terminating at a point between high and low water mark of the sea near to the Trow Point and Bent Cottage, in the township of Westoe, all in the parish of Jarrow and chapelry of Saint Hilda aforesaid.

4th. A railway commencing by a junction with the intended railway thirdly above described, at a point about ten chains north west of Horsley Hall Farm Buildings, and terminating at a point between high and low water mark of the sea in Frenchman's Bay, all in the township of Harton, chapelry of Saint Hilda, and parish of Jarrow aforesaid.

To authorise the Company to construct piers, jetties, wharves, shipping places with spouts, drops, machinery, sidings, works, and conveniences, in, into, and on the shores of the river Tyne, at the following places or any of them, that is to say : at or near the terminus of the intended railway first above described ; at or near the said plate glass works of Robert Walter Swinburne and Company, extending thence into the river Tyne ; at or near the terminus of the intended railway thirdly above described, into the shore of the sea at or near to the Trow Point and Bent Cottage aforesaid ; and at or near to the intended railway fourthly above described, into the shore of the sea in Frenchman's Bay aforesaid, which said piers, jetties, shipping places, and other works, will be situate in the following parishes, chapelries, townships, and extra-parochial places, or some of them, that is to say, the parish of Saint Nicholas, in the

borough and county of Newcastle-upon-Tyne, Saint Hilda, Jarrow, Westoe, South Shields, and Harton, in the county of Durham.

To authorise the Company, subject to the jurisdiction of the Tyne Improvement Commissioners, to dredge that part of the river Tyne adjacent to the intended works in and adjoining the river, so as to allow convenient access for vessels thereto.

Powers will be conferred by the Bill upon the intended Company for the following purposes, or any of them, that is to say : to divert, alter, stop up, or cross on the level turnpike and other roads and ways, navigations, railways, and tramroads within the said parishes, chapelries, townships, and extra-parochial and other places aforesaid, or some of them ; to purchase by compulsion the lands, houses, and property to be described on the plans hereinafter mentioned, and to purchase lands, houses, and property by agreement, and to take leases thereof, and to levy tolls, rates, and duties for the use of the intended railways and works, and also rates and duties in respect of vessels using the said intended piers, jetties, shipping places and works, and for the deposit of ballast and other materials, and to alter any existing tolls, rates, and duties which could be levied or imposed by other parties, and to confer, vary, or extinguish exemptions from payment of such tolls, rates, and duties, and to vary or extinguish any rights and privileges, and to confer other rights and privileges for the purposes aforesaid, and to make provision with respect to the capital of the Company, and their powers of raising money by mortgage, bond, or debenture stock, and to enable them to carry into effect the objects and purposes of the Bill ; to incorporate with the Bill the provisions, or some of them, of the "Companies Clauses Consolidation Act, 1845," the "Railways Clauses Consolidation Act, 1845," the "Lands Clauses Consolidation Act, 1845," and the "Harbours, Docks, and Piers Clauses Act, 1847," or of some of such Acts. On or before the 30th day of November, 1859, maps, plans, and sections, describing the directions, lines, and levels of the several intended railways, and other works before mentioned, and the lands, houses, and property which may be taken for the purposes thereof, and under the powers of the Bill, with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and property, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Durham, at his office in Durham ; and also with the Clerk of the Peace for the borough and county of Newcastle-upon-Tyne, at his office in Newcastle-upon-Tyne ; and on or before the same 30th day of November, copies of so much of the said plans, sections, and books of reference, as relate to each of the several parishes or extra-parochial places aforesaid, in or through which the said intended railways and works are proposed to be made, together with a copy of the Gazette notice, will be deposited with the parish clerks of the said parishes respectively, at their respective places of abode, and in the case of any extra-parochial place, with the parish clerk of an adjoining parish at his place of abode. On or before the 23rd day of December, 1859, printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 8th day of November, 1859.

R. P. and H. Philipson, Solicitors, Newcastle-upon-Tyne.

Birkenhead Railway.

(Transfer of undertaking to London and North-Western and Great Western Railway Companies, and arrangements in relation thereto; 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, and 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 other 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 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 control 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 also, if thought fit, 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 Printer's copies of the local and personal Acts, as 1st Wm. IV., cap. 51; 8th and 9th Vic., caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9th and 10th 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; 10th and 11th Vic., caps. 73, 107, 114, 118, 120, 121, 132, 139, 159, 161, 178, 183, 228, 236, 270, 278, and 294; 11th and 12th Vic., caps. 58, 60, and 130; 12th and 13th Vic., cap. 74; 13th and 14th Vic., cap. 36; 14 and 15th Vic., caps. 28 and 94; 15th and 16th Vic., caps. 98 and 105; 16th and 17th Vic., caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17th and 18th Vic., caps. 201 and 204; 18th and 19th Vic., cap. 172; 19th and 20th Vic., cap. 123; 20th and 21st Vic., cap. 108; 21st and 22nd Vic., caps. 130 and 131; and 22nd and 23rd 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, 5th and 6th Wm. IV., cap. 107; 6th Wm. IV., caps. 36, 38, 77, and 79; 1st Vic., caps. 91 and 92 (1837), and 24 and 26 (1838); 2nd Vic., cap. 27; 3rd Vic., cap. 47; 3rd and 4th Vic., cap. 105; 4th and 5th Vic., cap. 41; 5th Vic., (session 2), cap. 28; 6th Vic., cap. 10; 7th Vic., cap. 3; 7th and 8th Vic., caps. 68 and 99; 8th and 9th Vic., caps. 40, 42, 53, 115, 155, 156, 184, 188, 190, and 191; 9th Vic., cap. 14; 9th and 10th Vic., caps. 166, 181, 236, 239, 247, 250, 251, 274, 275, 278, 313, 315, 325, 335, 337, 338, 369, 383, and 402; 10th and 11th Vic., caps. 60, 72, 76, 91, 101, 109, 141, 149, 154, 226, and 242; 11th and 12th Vic., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 12th and 13th Vic., cap. 55; 13 and 14th Vic., caps. 6, 7, 44, 98, and 110; 14th and 15th Vic., caps. 22, 48, 52, 53, 74, 81, and 131; 15th and 16th Vic., caps. 9, 125, 133, 140, 145, 146, 147, and 168; 16th and 17th Vic., caps. 121, 153, 175, 204, 209, 210, and 212; 17th and 18th Vic., caps. 108, 120, 158, 192, 202, 204, 207, 209, 215, and 222; 18th and 19th Vic., cap. 98; 19th and 20th Vic., caps. 126 and 137; 20th and 21st Vic., caps. 8, 24, 54, 96 and 158; 21st and 22nd Vic., caps. 90, 139, and 146; and 22nd and 23rd 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.

Hunt and Eldale, London.

Milford Haven Railway and Docks.

(Incorporation of New Company; Railway from the Milford Railway to Newton Noyes, in Milford Haven; Embankment of Castle Pill: Construction of Docks; Traffic and other Arrangements with the Milford Railway Company, the South Wales Railway Company, and the Great Western Railway Company, and Power to use the Railways of those Companies; Power to those Companies to contribute; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act for the several pur-

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

To incorporate a Company for the purpose of carrying the Act so intended to be applied for into execution.

To enable the intended Company to make and maintain a railway, with all proper stations, sidings, staiths, drops, approaches, and other works and conveniences connected therewith, commencing from and out of the railway authorized by the "Milford Railway Act, 1856," at or near the intended termination thereof, on or near the shore of Priory Pill, at Milford, in the parish of Steynton, in the county of Pembroke, and terminating at or upon the pier to be constructed, as next hereinafter described, in the parish of Llanstadwell and waters of Milford Haven, or one of them; and a pier extending from the southern extremity of the point of land known as Newton Noyes, for a distance of 220 yards, or thereabouts, in a southerly direction, into the waters of Milford Haven; which intended railway, pier, and works, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say)—Hubberston, Steynton, Milford, Milford Haven, and Llanstadwell, all in the county of Pembroke.

Also to authorize the embanking, altering, improving, and deepening of a portion of the Pill or creek, in Milford Haven, known as Castle Pill, between the mouth of the said Pill, and a point thereon about 240 yards from the mouth thereof, and situate within the parishes or extra-parochial or other places of Steynton and Llanstadwell, or one of them, in the county of Pembroke; and for such purpose to authorize the construction and execution in or upon the bed or site of such Pill, and also on the banks thereof between the points aforesaid, all necessary excavations, cuts, locks, culverts, drains, sluices, walls, and other works; which intended works will be situate within the parishes, townships, and extra-parochial or other places aforesaid, or some or one of them.

Also, to enable the intended Company to construct and maintain upon the lands to be acquired under the authority of the said Act, or some of them, a dock or docks, and tidal basin, with all proper entrances, cuts, locks, gates, sluices, sewers, dams, piers, jetties, quays, wharfs, stages, staiths, drops, slips, stairs, walls, bridges, approaches, and other works and conveniences connected with or for the purposes of the said intended docks and tidal basin, or in connection with Castle Pill aforesaid; which said intended docks and basin and other works will be situate at or near the mouth of Castle Pill aforesaid, and in the waters of Milford Haven, and within the several parishes, and extra-parochial or other places of Steynton, Llanstadwell, and Milford Haven aforesaid, or some or one of them.

Also, for dredging, deepening, and improving a portion of Milford Haven, lying adjacent or near to the said intended pier, docks, and basin, and forming the approach or entrance thereto, and for preventing any obstruction or impediment in or to such approach or entrance.

Also, to enable the intended Company to purchase or acquire lands, buildings, and hereditaments by compulsion or agreement, for the purposes of the Act, or any of them, and to vary, repeal, or extinguish all existing rights or privileges, in any manner connected with the lands, buildings, and hereditaments proposed to be purchased or taken, or which would in any manner impede or interfere with the objects of the said intended Act, or any of them; and to confer other rights and privileges.

And to enable the intended Company to alter, divert, or stop up all turnpike and other roads, railways, tramways, aqueducts, canals, streams, rivers, creeks, drains, and embankments 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 carrying the said intended Act into execution.

And to enable the intended Company to levy tolls, rates, dues, duties, and charges, and to demand other payments for and in respect of the said intended railway, docks, basin, and other works, and the conveniences and accommodation connected therewith, and to alter existing tolls, rates, dues, duties, and charges, and to grant exemptions from the payment thereof; and to make and enforce bye-laws, rules, and regulations for the management, use, and safety of the said intended works, conveniences, and accommodation, and with reference to the navigation, anchorage, and mooring of vessels.

Also to enable the intended Company to raise money for all or any of the purposes of the intended Act by the creation and issue of shares in their undertaking, or by mortgage or bond, or by such other means as Parliament shall authorise or direct.

Also, to empower the intended Company, and all persons lawfully using the railway of that Company, to run over and use, with engines, carriages, waggons, officers, and servants, all or any part of the railways now or hereafter belonging to the Milford Railway Company, the South Wales Railway Company, and the Great Western Railway Company respectively, and all stations, platforms, sidings, warehouses, booking and other offices, watering-places, water and other works and conveniences connected therewith, upon payment of such sum or sums of money, or other consideration, as may be settled by agreement, or in default thereof, by arbitration; and to empower the three last-mentioned Companies, or other persons using their railways, in like manner and upon like terms, to run over and use the railway and other works of the intended Company.

Also to empower the intended Company on the one hand, and the Milford Railway Company, the South Wales Railway Company, and the Great Western Railway Company, or one or more of them, on the other hand, to make and enter into agreements and arrangements with reference to the interchange and transmission of traffic, and the division and apportionment of receipts arising from traffic, and with reference to the construction, maintenance, use, occupation, and working of the railway, docks, basin, and other works of the intended Company, and with reference to the supply of plant and rolling stock.

Also, to enable the Milford, the South Wales, and the Great Western Railway Companies respectively, to contribute funds for or towards the purposes of the said intended Act, or to guarantee interest or dividend on all or any part of the share capital and mortgage or bond debt of the Company.

Also, if need be, to alter, amend, enlarge, and in part repeal all or some of the powers and provisions of the "Milford Railway Act, 1856," and of the following Acts, or some of them, relating to or directly or indirectly affecting the South Wales Railway Company—(that is to say) Local and Personal Acts, 18 and 19 Vict., cap. 98, and 21 and 22 Vict., cap. 146; and of the following Acts, or some of them, relating to or directly or indirectly affecting the Great Western Railway Company (that is to say):—Local and Personal Acts, 5th and 6th William IV., cap. 107; 6th

William IV., caps. 36, 38, 77, and 79; 1st Victoria caps. 91 and 92 (1837), and 24 and 26 (1838); 2nd Victoria, cap. 27; 3rd Victoria, cap. 47; 3rd and 4th Victoria, cap. 105; 4th and 5th Victoria, cap. 41; 5th Victoria (session 2), cap. 28; 6th Victoria, cap. 10; 7th Victoria, cap. 3; 7th and 8th Victoria, caps. 68 and 99; 8th and 9th Victoria, caps. 40, 42, 53, 115, 155, 156, 184, 188, 190, and 191; 9th Victoria, cap. 14; 9th and 10th Victoria, caps. 166, 181, 236, 239, 240, 250, 251, 274, 275, 278, 313, 315, 326, 335, 337, 338, 369, 383, and 402; 10th and 11th Victoria, caps. 60, 72, 76, 91, 101, 109, 144, 149, 154, 226, and 242; 11th and 12th Victoria, caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 12th and 13th Victoria, cap. 55; 13th Victoria, caps. 6 and 7; 13th and 14th Victoria, caps. 44, 98, and 110; 14th and 15th Victoria, caps. 22, 43, 52, 53, 74, 81, and 131; 15th and 16th Victoria, caps. 9, 125, 133, 140, 145, 146, 147, and 163; 16th and 17th Victoria, caps. 121, 153, 175, 204, 209, 210, and 212; 17th and 18th Victoria, caps. 108, 120, 158, 163, 192, 202, 204, 207, 209, 215, and 222; 18th and 19th Victoria, cap. 98; 19th and 20th Victoria, caps. 126 and 137; 20th and 21st Victoria, caps. 8, 24, 54, 96, and 158; 21st and 22nd Victoria, caps. 90, 139, and 146; 22nd Victoria, cap. 13; 22nd and 23rd Victoria, caps. 1, 40, 64, 76, 105, 120, 134, and 138; also to repeal, alter, or amend all or some of the provisions of an Act, 30 Geo. 3, cap. 55, intituled, "An Act to enable Sir William Hamilton, Knight of the most Honourable Order of the Bath, his heirs, and assigns, to make and provide quays, docks, piers, and other erections, and to establish a market with proper roads and avenues thereto respectively, within the manor or lordship of Hubberston and Pill, in the county of Pembroke."

And notice is hereby given, that maps, plans, and sections of the said intended works and plans describing the lands proposed to be purchased or taken for the purposes of the said intended Act, together with a book of reference to such plans, and also a copy of this notice, as published in the London Gazette will be deposited on or before the 30th day of November, in the present year, with the Clerk of the Peace for the county of Pembroke, at his office in Haverfordwest; and that a copy of the said plans, sections, and book of reference, and also a copy of the said Gazette notice, will be deposited, on or before the 30th day of November, in the present year, with and at the residence of the parish clerk of each parish in or through which the said intended works are proposed to be made, or in which the lands to be purchased are situate.

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

Dated the 7th day of November, 1859.

Davidson, Bradbury, and Hardwich;
Hunt and Eisdale;

London.

Wimbledon and Dorking Railway.

Increase of Capital; Contribution by London and South Western Railway Company; Power of Sale or Lease to the London and South Western Railway Company; and Amendment of Acts.

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

To enable the Wimbledon and Dorking Railway Company to raise a further sum of money by the creation and issue of new shares in their undertaking, either with or without preference or priority in the payment of dividends or other special privileges; or by mortgage or bond, or by both of such means, or by such other means as Parliament shall authorise or direct.

To authorise and require the London and South Western Railway Company to contribute such portion of such sum of money as may be agreed upon between that Company and the Wimbledon and Dorking Railway Company, or as may be determined in and by the intended Act and to take and hold further shares in the capital of the Wimbledon and Dorking Railway Company, and to apply to the purposes aforesaid any capital or funds now or hereafter belonging to them, and to raise additional monies for that purpose by the creation of new shares in their undertaking, with or without preference or priority, or other rights or privileges; or by mortgage or bond, or by both of such means, or by such other means as Parliament shall authorise and direct.

To enable the Wimbledon and Dorking Railway Company to sell or lease in perpetuity, or for a term of years to the London and South Western Railway Company, the railway works, property, and effects now belonging to, or which may become vested in the Wimbledon and Dorking Railway Company, or any part thereof respectively, and all their rights, powers, privileges, and authorities, for such price and consideration, and upon such terms and conditions as may have been or may be agreed upon between the Wimbledon and Dorking Railway Company, and the London and South Western Railway Company, or as may be fixed or determined in and by the said intended Act, and to enable the London and South Western Railway Company, to purchase or take a lease of the Wimbledon and Dorking Railway, and the works, property, and effects of the said Company, or any part thereof, and to have, exercise, and enjoy all such rights, powers, privileges, and authorities as aforesaid, and to enable the said two Companies to enter into and carry into effect such agreements as they may think fit for accomplishing the purposes aforesaid.

And it is proposed by the said intended Act, so far as may be necessary for all or any of the purposes thereof, to alter, repeal, amend, extend, or enlarge all or some of the provisions of the several Acts of Parliament following, or some of them, that is to say,—

"The Wimbledon and Dorking Railway Act, 1857," and the "Wimbledon and Dorking and Epsom and Leatherhead Railways (Epsom Joint Station Act), 1859."

Also the following Acts relating to the London and South Western Railway Company, 4 and 5 Will. 4, cap. 88; 1 Vic., cap. 71; 1 and 2 Vic., cap. 27; 2 and 3 Vic., cap. 28; 4 and 5 Vic., caps. 1 and 39; 7 and 8 Vic., caps. 5, 63, and 86; 8 and 9 Vic., caps. 86, 88, 93, 107, 120, 165, 185, and 199; 9 and 10 Vic., caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vic., caps. 57, 58, 83, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vic., caps. 75, 85, 87, 89, 125, and 157; 51 Geo. III., cap. 196; 12 and 13 Vic., caps. 33 and 34; 13 and 14 Vic., cap. 24; 14 and 15 Vic., cap. 83; 16 and 17 Vic., cap. 164; 18 and 19 Vic., cap. 188; 19 and 20 Vic., cap. 120; 20 and 21 Vic., caps. 18, 24, 72, 121, and 136; 21 and 22 Vic., caps. 56, 58, 67, 89, and 101; 22 Vic., cap. 3; and 22 and 23 Vic., caps. 31, 44, 81, 95, and 134; and any other Act

or Acts relating to the London and South Western Railway Company.

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

Dated this 14th day of November, 1859.

W. G. Roy, 28, Great George-street, Westminster, S.W., Solicitor for the Bill.

Newtown and Machynlleth Railway.

(Power to lease the undertaking, and arrangements for completion of works—Amalgamation with other 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 enable the Newtown and Machynlleth Railway Company, (hereinafter called the Company,) to lease to any person or persons, or to the Llanidloes and Newtown, the Oswestry and Newtown, the Shrewsbury and Welchpool, the Great Western and the London and North-Western Railway Companies, and the Shropshire Union Railways and Canal Company, or any or either of such Companies, or to any other Company or Companies, for such term or terms of years, and subject to such terms and conditions in regard to the determination of such lease, and otherwise as shall be agreed upon or provided by the said Act, the undertaking of the Company, and all the estate, right, title, and interest, works and conveniences, and the messuages, lands, tenements, hereditaments, and premises, belonging or appertaining thereto, or connected therewith, and all the powers and privileges now vested in the Company relating thereto, and to grant to the lessee or lessees all necessary powers for accepting the lease or leases, and to enable the lessee or lessees to exercise the powers, authorities, and privileges vested in the Company to levy and receive tolls, rates, and duties, and to transfer to such lessee or lessees respectively, during the continuance of the lease, all other rights, powers, and privileges, duties, liabilities, and obligations of the Company relating to their said undertaking, and to release the Company from such duties, obligations, and liabilities, and to confer upon the lessee or lessees respectively the benefit of all or any of the contracts entered into by the Company; and to enable the lessee or lessees to underlet or transfer the interest in the lease or leases respectively to any Company or person authorized to accept a lease directly from the Company; and also to confirm certain contracts and agreements which have been, or which before the passing of the intended Act may be entered into or made by the Company, for the completion of the railway and works, and for the working and leasing of the same, and to enable the Company to carry into effect such contracts and agreements, with such, if any, modifications as circumstances may require, or as may be deemed expedient, or other contracts or agreements to the like purport or effect.

To authorize the union and amalgamation of the Company with the Llanidloes and Newtown, the Oswestry and Newtown, and the Shrewsbury and Welchpool Railway Companies, or with any one or two of those Companies, and the union and consolidation into one undertaking of the separate undertakings of the Companies so to be amalgamated (hereinafter called the United Company,) so that the undertakings of such amalgamated Companies, and all railways, lands, stations, and works belonging to, or held by, or for them

respectively, or held by them jointly, or which may be acquired by, or vested in them respectively during the next session of Parliament, and all their respective estates and interests; rights, powers, privileges, duties, and liabilities, of what nature or kind soever, may be vested in, and belong and attach to, and be exercised and enjoyed by the United Company, such union and amalgamation to be upon the terms and conditions, and subject to the provisions and regulations which have been or may be agreed upon between the same Companies, or which may be provided for in the said Bill, or be prescribed by Parliament.

To declare and regulate the capital, stock, and borrowing powers of the United Company, and the rights, privileges, preferences, and priorities in the same capital of the proprietors of stock or shares in the Companies so to be amalgamated, and to enable the United Company to connect all or any part of their existing mortgage, or bond debt, and the monies authorized to be borrowed on mortgage or bond into shares or stock, and to attach to such shares or stock such amount of dividend and preference in the payment thereof, and such other advantages as may be prescribed by the said Bill.

To alter, amend, repeal, re-enact, or enlarge so far as it may be necessary or expedient so to do, all, or any, or some of the provisions and powers of the several Acts, or some of them, relating to all the said Companies respectively, and in particular of the following, that is to say, "The Newtown and Machynlleth Railway Act, 1857;" "The Oswestry, Welchpool, and Newtown Railway Act, 1855;" "The Shrewsbury and Welchpool Railway Act, 1856;" "The Shrewsbury and Welchpool Railway Act, 1858;" the Acts relating to "The Llanidloes and Newtown Railway Company;" that is to say, 16 and 17 Vic., cap. 143; 19 and 20 Vic., cap. 22; and 22 and 23 Vic., cap. 30.

And also of the several Acts following, relating to the Great Western Railway Company, that is to say, 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., cap. 68; 8 and 9 Vic., caps. 40, 53, 155, 156, 184, 188, 190, and 191; 9 Vic., cap. 14; 9 and 10 Vic. caps. 166, 181, 236, 239, 240, 278, 313, 315, 335, 337, 338, 369, and 402; 10 and 11 Vic. caps. 60, 72, 76, 91, 101, 109, 149, 154, 225, and 242; 11 and 12 Vic., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158 and 159; 13 Vic., caps. 6 and 7; 13 and 14 Vic., caps. 44, 98, and 110; 14 and 15 Vic., caps. 48 and 81; 15 and 16 Vic., caps. 125, 133, 140, 145, 147, and 168; 16 and 17 Vic., caps. 121, 254, 175, and 212; 17 and 18 Vic., caps. 108, 120, 163, 192, 202, 204, 207, 209, 215, and 222; 18 and 19 Vic., caps. 69 and 191; 20 and 21 Vic., cap. 13; and 22 and 23 Vic., caps. 1 and 64.

And also of the several Acts following, or some of them, relating to the London and North-Western Railway Company, and Shropshire, Union Railways and Canal Company, that is to say, local and personal; 1 Wm. 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, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 304, 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, 156, 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. 23 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. 179, 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; 22 and 23 Vic., caps. 2, 88, and 113.

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, in the present year.

Dated the 10th day of November, 1859.

Howell and Morgan, M^{ch}ynlleth, Solicitors for the Bill.

Brompton, Chatham, Gillingham, Rochester, and Strood Waterworks.

(Incorporation of Company—Construction of Works, and other purposes).

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to incorporate the Brompton and Gillingham Consumers' Water Company (limited), and to enable them to extend their supply of water in or to the towns of Brompton, Gillingham, and Strood, the city of Rochester, and the borough of Chatham, and the several parishes and places within the same respectively, and for this purpose to make and maintain the works hereinafter described, or some of them, with all proper approaches and conveniences connected therewith, that is to say,

An aqueduct or pipe to be wholly situate in the county of Kent, commencing from or out of the existing aqueduct or pipe of the said Brompton and Gillingham Consumers Water Company (limited), in the parish of Gillingham, in the turnpike-road leading from Chatham to Canterbury, at a point opposite the lane leading thereout to New Brompton (called Brompton-lane); passing through the parishes or places following, or some of them, namely, Gillingham, Chatham, and St. Margaret's Rochester and St. Nicholas Rochester and the precincts of Rochester Cathedral, and Strood, and terminating in such last-mentioned parish at a point in the High-street there, at or under the bridge which carries the North Kent line of the South Eastern Railway Company over such street.

And power will be taken in the said Bill to erect and lay down all such steam and other engines, distribution and other pipes, dams, sluices, waste gates, cuttings, tunnels, drains, weirs, pumps, and other machinery and conveniences, as may be necessary for the effectual construction, maintenance, and use of the said intended works.

To cross, divert, alter, break, or stop up, either temporarily or permanently, any streets, lanes, roads, highways, bridges, railways, tramways, viaducts, and other public places within the said several parishes and places.

To purchase, compulsorily or otherwise, or to take on lease messuages, lands, tenements, springs, streams, and hereditaments, and to acquire grants of easements in, over, or under the same, and to alter, vary, or extinguish all rights and privileges which may in any manner impede or interfere with the several objects of the said Bill.

To supply water to any public bodies or private persons requiring the same either for public or sanitary purposes, or for the purposes of shipping, and in bulk or otherwise, and to enable the Company proposed to be incorporated to enter into and make contracts with any local Board of Health for the supply of water, and to confer on any such local Board corresponding contracting powers.

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

To incorporate in the said 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; and provision will be made in the said Bill for the dissolution (if necessary) of the said Brompton and Gillingham Water Consumers Company (limited); for the vesting in the Company proposed to be incorporated all the undertaking, works, and effects, property, rights, and privileges of the said Brompton and Gillingham Water Consumers Company (limited), and for the regulation of the capital and borrowing powers of the Company so proposed to be incorporated.

And notice is hereby further given, that duplicate plans and sections, describing the line, situation and levels of the intended works, and the lands in or through which the same will be made, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, and 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, in the said county; and that copies of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended works are proposed to be made, 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 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.

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.

Richard Prall, Jun., 19, Essex-street, Strand, London, Solicitor for the Bill.

Marchant and Pead, 30, Great George-street, Westminster, Parliamentary Agents.

Victoria Station and Pimlico Railway.

(Improved Station Accommodation; Diversion of Wilton-road; Alteration of Provisions as to Covering the Railway; as to Execution of Act by London, Brighton, and South Coast Railway Company in event of Amalgamation; Amendment of Acts.)

NOTICE is hereby given, that the Victoria Station and Pimlico Railway Company, hereinafter called the Company, intend to apply 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, and repeal some of the provisions of the Victoria Station and Pimlico Railway Act, 1858, and the Victoria Station and Pimlico Railway Act, 1859.

To authorise the Company to purchase and take compulsorily additional lands, houses, and property, in the parish of St. George, Hanover-square, situate between or adjoining the street or road called Wilton-road, on or towards the west, the street or road called Vauxhall-bridge-road, on or

towards the east, a line fifty yards or thereabouts south of the diversion of Wilton-road, hereinafter mentioned, on or towards the south, and Shaftesbury-terrace on or towards the north, and upon such lands and in connexion with their railway to provide, erect, and maintain improved and enlarged station accommodation, with station buildings, communications, refreshment rooms, hotels, and all such buildings, works, and conveniences as may be requisite or usual at stations of a similar description.

To authorise the Company to divert part of the street or road called Wilton-road, and to stop up the same from the commencement of the new street or communication hereinafter mentioned to the junction of that road with the Vauxhall-bridge-road, near Shaftesbury-terrace, as well as the continuation of Wilton-road to Lower Belgrave-place, and to appropriate and use the part thereof so stopped up for any of the purposes aforesaid, and in lieu of such road to form a street or communication commencing in the Wilton-road on the eastern side thereof opposite, or nearly opposite, to certain wharves and buildings numbered on the plans referred to in the Act of 1858, 282 and 283, in the parish of Saint George, Hanover-square, and terminating in the Vauxhall-bridge-road, at a point about 150 yards southward of Shaftesbury-terrace aforesaid.

All the lands and houses to be taken, and the works to be executed, are situate, or will be situated in the parish of Saint George, Hanover-square, in the county of Middlesex.

To authorise the Company to purchase by compulsion lands, houses, and property to be described on the plans hereinafter mentioned, and to purchase other lands by agreement; to alter, stop up, divert, and remove streets, roads, courts, passages, sewers, drains, pipes, and works; to levy rates, tolls, and duties; to alter rates, tolls, and duties; to raise further sums of money by the creation and issue of additional shares in the capital of the Company, and to borrow further sums of money on mortgage or bond, with such powers as may be agreed upon with the London, Brighton, and South Coast Railway Company in the event of amalgamation with that Company, for the conversion of the additional share capital, and of any other of the share capital authorised to be raised by the said Acts, or either of them, and remaining unissued, into the stock or shares of the amalgamated Company, or London, Brighton, and South Coast Railway Company, either ordinary, guaranteed, or preferential, or in such other manner as may be agreed upon or prescribed in the Bill.

To repeal so much of the 8th section of the Act of 1858 as relates to the covering of the railway within certain limits with a roof, or to amend such section in that respect, and make other arrangements in lieu thereof.

In the event of the amalgamation of the Company with the London, Brighton, and South Coast Railway Company, or the vesting of the undertaking of the Company in the London, Brighton, and South Coast Railway Company, to authorise the amalgamated Company or the London, Brighton, and South Coast Railway Company to purchase the lands, houses, and property, and execute the works before mentioned, and to raise money by the issue of shares, with or without a preference or priority in payment of dividend over their ordinary capital, and otherwise to carry into effect the objects and purposes of the Bill, and for such purposes the Bill will amend, if needful, the Act, local and personal, 9 and 10 Vic., cap. 283; and any other Acts relating to the London, Brighton, and South Coast Railway Company.

To alter, vary, or extinguish any rights, or privileges, or provisions of the before-mentioned Acts which may interfere with the objects of the Bill.

Maps, plans, and sections describing the situation, line, and levels of the intended works, and of the lands and houses which may be taken compulsorily under the powers of the Bill, with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses; and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office, No. 6, John-street, Bedford-row, in the county of Middlesex; and on or before the same day a copy of the said plans, sections, book of reference, and Gazette notice, will be deposited with the vestry clerk of the parish of Saint George, Hanover-square, at his office in Mount-street, Grosvenor-square, in that parish.

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 17th day of November, 1859.

Madgate, Clarke, and Finch, 43, Craven-street, Strand, Solicitors for the Bill.
Dyson and Co., Parliamentary Agents.

Everton, &c., Drainage.

(For the better Drainage and Embankment of the Low Lands and Grounds in the Parishes or Townships of Everton, Scaftworth, Gringley-on-the-Hill, Misterton, and Walkeringham, in the County of Nottingham; for Amending or Repealing and Enlarging the Powers of the Acts relating to such Drainage and Embankment; for Altering the Rates or Assessments in respect of such Drainage and Embankment, and for Securing the said Lands and Grounds from Inundation or other Damage by Water from the Chesterfield and Gainsborough Canal; and for the last-mentioned purpose for Altering, Amending, or Extending the Provisions of the Acts relating to the said Canal.)

APPLICATION will be made to Parliament, in the ensuing session, for a Bill, in order to obtain an Act for the following purposes, or some of them:

To alter, amend, extend, and enlarge the powers and provisions of the several Acts hereinafter set forth, that is to say, an Act passed in the session of Parliament held in the thirty-sixth year of the reign of King George the Third, intituled "An Act for the more effectually embanking, draining, preserving, and improving certain low lands and grounds, lying and being in the several parishes or townships of Everton, Scaftworth, Gringley-on-the-Hill, Misterton, and Walkeringham, in the county of Nottingham;" another Act, passed in the session of Parliament held in the forty-first year of the same reign, intituled "An Act for altering and amending an Act passed in the thirty-sixth year of the reign of his Majesty King George the Third, for the more effectually embanking, draining, preserving, and improving certain low lands and grounds lying and being in the several parishes or townships of Everton, Scaftworth, Gringley-on-the-Hill, Misterton, and Walkeringham, in the county of Nottingham;" and another Act passed in the session of Parliament held in the fifty-third year of the same reign, intituled "An Act for enlarging the powers of two Acts of his present Majesty for embanking and draining cer-

tain low lands and grounds in the parishes or townships of Everton, Scaftworth, Gringley-on-the-Hill, Misterton, and Walkeringham, in the county of Nottingham," or to repeal such several Acts, or some parts thereof, and to obtain a new Act with further enlarged and extended powers for more effectually and completely embanking, draining, preserving, and improving the lands and grounds to which the above-recited Acts relate, and which are chargeable with rates or assessments under such Acts, or any or either of them.

To alter the commission for executing the said Acts, or the new Act to be obtained in lieu thereof, and to authorise the execution of the powers to be conferred by such Act by one Commissioner; with assistance when necessary by Committeemen, to be appointed or elected, one for each of the said parishes or townships of Everton, Scaftworth, Gringley-on-the-Hill, Misterton, and Walkeringham, and to fix the manner and times for the elections and appointment of such Commissioner and Committeemen, and to alter the method of holding meetings for executing the intended Act.

To transfer to the Commissioner, or Commissioner and Committeemen for executing the intended Act, all works of drainage, powers, authorities, and duties belonging to or vested in the Commissioners acting under the before-recited drainage Acts.

To place under the control of the Commissioner or Committeemen to be appointed under the intended Act the management of the draw doors at the sluice known as the Triple Sluice, at the north-west or upper end of Misterton Soss, and any future sluices that may be hereafter made near thereto.

To defray out of the rates or assessments to be levied or raised under the intended Act the expense of cleansing certain drains, and to place all present outring or division drains, and any drains of the same description that may be hereafter made, under the management, control, and direction of the Commissioner for executing the intended Act.

To vary the method of levying and collecting, and to alter or increase the rates or assessments now chargeable on the owners or occupiers of all lands and grounds rated or assessed under the said drainage Acts, and the determinations of Commissioners made in pursuance of such Acts; and to authorise the Commissioner for executing the intended Act to make a new determination as the basis, rule, or standard for levying rates or assessments under the intended Act; to levy a special rate or assessment on the owners or occupiers of such lands and grounds for defraying the expenses of obtaining and passing the intended Act; and to levy for general works of drainage, rates, or assessments on the owners or occupiers of such lands and grounds to the extent chargeable under such acts and determinations, or some portion thereof; and also with the consent of a majority of the Committeemen to be appointed or elected under the proposed Act, to levy on such owners or occupiers further rates or assessments not exceeding one-half of the rates or assessments last before mentioned, and if such rates or assessments be still found insufficient for general drainage purposes, to levy on such owners or occupiers, with the consent of a majority in value of the proprietors of the lands and grounds liable to be rated or assessed under the intended Act, present or represented at a meeting to be held for the purpose, such further rates or assessments as such proprietors shall authorise and agree to; and also to authorise the Commissioner, with the previous consent of the owners or other persons interested, to execute any new or further works for the better embanking, draining, preserving, and improving the said low lands and

grounds; and in addition to the rates or assessments before mentioned to rate and assess to such extent as may be necessary for executing such works, the owners or occupiers of the lands and grounds to be benefited by such new or further works, according to the benefit their lands may receive therefrom.

To purchase, compulsorily or by agreement, such lands or grounds within the district of drainage as may be necessary for the purposes of embanking, draining, preserving, and improving the low lands and grounds before mentioned.

To authorise the Lords Commissioners of Her Majesty's Treasury, or the Commissioners of Railways, upon the complaint of the Commissioner under the intended Act, or of any owner or occupier of lands and grounds liable to be rated or assessed under the intended Act, to cause inquiry to be made into the state and condition of that part of the canal navigation from Chesterfield to the River Trent, at or near Stockwith and the banks thereof, as are situate in the said several parishes of Everton, Gringley-on-the-Hill, Misterton, and Walkeringham, in the said county of Nottingham; and to authorise the said Lords Commissioners, or Commissioners of Railways, in case upon such inquiry any portion or portions of the bank or banks of the said canal in the said several parishes, or any of them, shall not be found to be in such good order and condition as to prevent the water of the said canal from flowing, leaking, or oozing over or through such bank or banks, to the injury or damage of the lands and grounds to be drained under the powers of the said intended Act, to make such order for compelling the proprietors of the said canal for the time being to put such canal and the bank or banks thereof in such good order and condition as to prevent further injury or damage to such lands and grounds, and to make such order respecting the costs of such inquiry and other matters as the said Lords Commissioners, or Commissioners of Railway, shall consider necessary; and for effecting the purposes mentioned in this notice it is also intended to alter amend, extend, and enlarge the powers and provisions, or some of the powers and provisions, of the following Acts of Parliament, that is to say, an Act passed in the eleventh year of the reign of King George the Third, intituled "An Act for making a navigable cut or canal from Chesterfield, in the county of Derby, through or near Worksop and Retford, to join the River Trent, at or near Stockwith, in the county of Nottingham," and another Act passed in the session of Parliament held in the twelfth and thirteenth years of the reign of her present Majesty, intituled "An Act to consolidate into one Act, and to amend the provisions of the several railway and dock Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company, and to amend their canal Acts," and any other Act or Acts relating directly or indirectly to the said canal navigation.

To vary or extinguish certain exemptions from the payment of the rates and assessments imposed by the said recited drainage Acts, and to confer other exemptions, and to vary or extinguish all rights and privileges which might interfere with the purposes mentioned in this notice, or with the execution of the intended Act.

Printed copies of the 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 third day of November, 1859.

Cartwright and Son, Solicitors for the said Bill.

Cannock Chase Railways.

(Power to make Railways on Cannock Chase; Working Arrangements with, and Subscriptions by London and North Western and Cannock Mineral Railway 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 enable the most Honourable Henry Marquess of Anglesey, his heirs, or assigns, to make and maintain the railways hereinafter mentioned, or some of them, together with all necessary and convenient stations, approaches, bridges, roads, communications, and other works, and to confer upon the said Marquess of Anglesey, his heirs, or assigns, all necessary and proper powers for effecting the objects hereinafter mentioned, or some of them (that is to say):—

1st. To make and maintain a railway, commencing in the parish of Cannock, in the county of Stafford, by a junction with the Cannock Mineral Railway, at a point 400 yards, or thereabouts, to the northward of the Hednesford Station of that railway, and terminating in the same parish, at a point 400 yards, or thereabouts, to the northward of Cooper's-lodge, on Cannock Chase.

2nd. To make and maintain a railway, commencing in the said parish of Cannock, by a junction with the first-described intended railway, at or near the proposed terminus thereof at Cooper's-lodge, and terminating in the same parish, at a point 250 yards or thereabouts, eastward of Heathy Leasows, on Cannock Chase, which said intended railways and works will be made, or pass in, from, through, or into the parishes, townships, and extra-parochial and other places following, or some of them, that is to say, Cannock and Rugeley, or one of them, all in the county of Stafford.

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

To purchase by compulsion, and also by agreement, 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, or 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 London and North Western Railway Company and the Cannock Mineral Railway Company, or either of them, and the said Marquess of Anglesey, his heirs or assigns, 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 parties 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 London and North Western Railway Company and the Cannock Mineral Railway Company, or either of them, to take and hold shares in, and subscribe towards the said intended undertaking, or any part thereof and to raise further capital for those purposes by the creation of new shares or stock in their undertakings, with or without any preference or priority in payment of interest or dividend, or other privileges attached thereto, 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, 8th and 9th Vic., caps. 36, 37, 43, 105, 111, 112, 123, 156, 198; 9th and 10th Vic., caps. 67, 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, 396; 10th and 11th Vic., caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, 294; 11th and 12th Vic., caps. 55, 60, and 130; 12th and 13th Vic., cap. 74; 13th and 14th Vic., cap. 36; 14th and 15th Vic., caps. 28 and 94; 15th and 16th Vic., caps. 98 and 105; 16th and 17th Vic., caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17th and 18th Vic., caps. 201 and 204; 18th and 19th Vic., caps. 172 and 194; 19th and 20th Vic., caps. 52, 69, and 123; 20th and 21st Vic., caps. 64, 98, and 108; 21st and 22nd Vic., caps. 130 and 131; and 22nd and 23rd Vic., caps. 2, 88, 113, 126, and 134, relating to the said London and North Western Railway; and also the following Acts relating to the Cannock Mineral Railway, viz. 18th and 19th Vic., cap. 194; and 20th and 21st Vic., cap. 64.

And notice is hereby 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 instant, be deposited for public inspection, with the Clerk of the Peace for the county of Stafford, at his office at Stafford, 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 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 14th day of November, 1859.

R. M. and F. Love, Temple.

Landor, Gardner, and Landor, Rugeley,
Solicitors for the Bill.

Newcastle-upon-Tyne and Derwent Valley Railway.

(Incorporation of Company for making a Railway from the Stockton and Darlington Railway, near the Consett Iron Works, to the Newcastle-upon-Tyne and Carlisle Railway, at Scotswood, in the parish of Ryton or Winlaton, with powers to use or run over the latter Railway into Newcastle-upon-Tyne, and also to make a Branch Railway and Station there; Powers to enter into Working Arrangements with the Newcastle-upon-Tyne and Carlisle and Stockton and Darlington Railway Companies, and for them to subscribe and raise Capital; Exemption from Newcastle-upon-Tyne Town Tolls; and for other purposes.)

NOTICE is hereby given that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to incorporate a Company by the name of "The Newcastle-upon-Tyne and Derwent Valley Railway Company," or by such other name as shall be deemed expedient, and to confer upon such Company powers for all or some of the following purposes, that is to say:

1st. To make and maintain a railway (herein called or referred to as the main line), commencing by a junction with the rails of the Stockton and Darlington Railway, at the north end of Howne's Gill Viaduct, in the township of Conside or Consett, or Conset and Knitsley, in the parish of Lanchester, in the county of Durham, and thence passing from, in, through, or into the several parishes, townships, chapelries, and extra-parochial, or other places following, or some of them (that is to say), Lanchester, Chester-le-Street, Ryton, Whickham, Winlaton, Tanfield, Ebchester, Satley, Medomsley, Stella, Ryton, Ryton Woodside, Winlaton, Chopwell, Whickham, Fellside, Lowhand or Lowside, Swalwell, Hedley, Beamish, Burnopfield, Lintz Green, Rowley, Dipton, Collierley, Collierley Dykes, Pontop, Kyo, Billingside, Benfieldside, Healeyfield, Conside or Consett, or Conset and Knitsley, Ivestone, Greencroft, Lanchester and Hamlets, Butsfeld, Cornsay, and Medomsley, all in the county of Durham, and terminating by a junction with the rails of the Newcastle-upon-Tyne and Carlisle Railway (in this notice called the Newcastle and Carlisle Railway), in the township of Winlaton, in the parish of Ryton or Winlaton, in the county of Durham, at the west end of the timber bridge or viaduct by which the said railway is in that township and parish carried over the River Tyne.

2ndly. A railway (herein called or referred to as the branch railway) commencing from and out of the rails of the Newcastle and Carlisle Railway, in the township of Westgate, in the parish or parochial chapelry of Saint John, in the town or borough and county of Newcastle-upon-Tyne, at a point about fifty yards westward of the bridge by which the said Newcastle and Carlisle Railway is carried over a street or road called the Forth Banks, and proceeding thence and passing from, in, through, or into the several parishes, townships, or chapelries, extra-parochial, and other places of Saint John, Saint Nicholas, and Westgate, or some or one of them, in the said town or borough and county of Newcastle-upon-Tyne, and terminating in a station to be formed at or adjoining the western end of the present station of the Newcastle and Carlisle Railway Company, in or near Neville-street, in the parish or parochial chapelry of Saint John, in the said town or borough and county of Newcastle-upon-Tyne.

To construct stations, booking offices, commu-

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nications, sidings, watering places, works, and other conveniences connected with the said intended railways in the several parishes, townships, chapelries, and extra-parochial and other places beforementioned, or some of them, for working and using the said railway; and also to authorize and regulate the proposed junctions with the said Newcastle and Carlisle Railway and Stockton and Darlington Railway respectively, and also any other junctions which may be required with the said railways, or either of them, at the commencement or termination of the said intended railways, and the construction of any works in and upon property belonging to the Newcastle-upon-Tyne and Carlisle Railway Company (in this notice called the Newcastle and Carlisle Railway Company), or the Stockton and Darlington Railway Company, or any other railway company in the several parishes, townships, chapelries, extra-parochial, and other places aforesaid.

To make lateral deviations in constructing the said proposed railways and works, from the lines laid down on the plans thereof, to be deposited as after-mentioned, to such an extent as shall be defined upon the said plans or authorized by the said Bill.

To purchase, compulsorily or otherwise, the lands and houses, and other property, rights, and interests required for the purposes of the said railways and works so intended to be authorized as aforesaid, and to vary or extinguish all or any rights and privileges, in any manner connected with the said lands, houses, and other property, or with any railway or bridge or station, public or other street, or other works interfered with by the said intended railways or works, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, or any of them.

To levy tolls, rates, charges, and duties, for or in respect of the use of the said intended railways and works, and of the carriages and engines used thereon; to alter existing tolls, rates, charges, and duties; to grant, confer, vary, and extinguish exemptions from payment of tolls, rates, charges, and duties; and to confer, vary, and extinguish other rights and privileges; and to raise money on the credit of the said tolls, rates, charges, and duties, or otherwise, for the purposes of the said undertaking.

To alter, cross on the level, or over, or under, or otherwise vary, stop up and divert, whether temporarily or permanently, all or any turnpike and other roads, highways, railways, tramways, streets, thoroughfares, aqueducts, canals, streams, rivers, waters, milldams, drains, pipes, sewers, and water-courses, and other works situated within, or adjoining, or near to the aforesaid parishes, townships, chapelries, and extra-parochial or other places, or any of them, with which it may be necessary to cross or interfere in the construction or use of the said intended railways and works, or any or either of them.

To create a joint stock or capital for the purpose of carrying the said undertaking into effect, and to confer on the said intended Company, and make applicable to the objects of the said Bill, all or some of the powers and provisions of "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Railways Clauses Consolidation Act, 1845," and "The Railway Companies Arbitration Act, 1859," and all other statutes, powers, and provisions, necessary for the purposes to be authorized by the said intended Bill.

To enable the said intended Company, and the Newcastle and Carlisle Railway Company, and

the Stockton and Darlington Railway Company, or either of those Companies, to enter into, make, and carry into effect such agreements, and upon such terms and conditions as they may think fit, in respect of the working and use by the Newcastle and Carlisle Railway Company and the Stockton and Darlington Railway Company, or either of those Companies, of the said intended railways and other works, and any railways run over or used by the said intended Company, and the regulation and management by such Companies, or either of them, or otherwise, of the traffic upon or over the said intended railways and works, or any part or parts thereof, and any railways so run over or used as aforesaid, and the payment and also the division and apportionment between or amongst the Companies who shall be parties to any such agreement, or either of them, of the costs, charges, and expenses of such use and working and management, and of the tolls, rates, and duties received in respect of such traffic.

To enable the said intended Company and the Newcastle and Carlisle Railway Company and Stockton and Darlington Railway Company respectively, to enter into arrangements and agreements with respect to the construction, maintenance, and use of joint or separate stations, sidings, and necessary works connected therewith, at or near the junctions with their respective railways, or at any town or station near such junctions respectively; and as to the cost of constructing and maintaining such stations, sidings, and necessary works respectively; and as to the maintenance and use of the junctions of the said intended railways, with the said existing railways, upon payment of such tolls, rates, and charges, or upon such other terms and conditions as may be agreed upon, or as shall be ascertained by arbitration, upon the application of all or any or either of the Companies desiring such reference, or otherwise as shall be provided for by the said Bill.

And it is intended by the said Bill to empower the Newcastle and Carlisle Railway Company and the Stockton and Darlington Railway Company respectively, to apply any portion of the capital or funds, authorized to be raised by any of the Acts relating to each such Company respectively, or any portion of their income, or to sell or apply any of their superfluous lands for the purpose of enabling them to construct and maintain the said stations, sidings, and necessary works connected therewith, and the said junctions aforesaid.

It is also proposed by the said Bill to take powers to enable the said intended Company, and also any Company working the said intended railways and works, and the Newcastle and Carlisle Railway Company, or the Stockton and Darlington Railway Company, as the case may be, or require respectively, to enter into arrangements and agreements with regard to the maintenance, management, and use of joint or separate stations, sidings, and other necessary works, at the points where the said intended railways, or either of them, join the lines of the said last-named Companies, or either of them, or with respect to the use of the stations, sidings, and other works at present existing at or near such points, and with respect to the use and management of the respective junctions between the said intended and existing railways, upon payment of such tolls, rates, and charges, or upon such terms as may be agreed upon, or as shall, upon the application of any or either of the said Companies, be ascertained and determined by arbitration or otherwise, as shall be prescribed in, or provided for by, the said Bill, and to ratify and confirm any agreements

which have been made, or which may be made, between the said two last-mentioned incorporated railway companies, or either of them, and the said intended Company, or the promoters thereof, in relation to all or any of the matters aforesaid.

And it is intended by the said Bill to take powers to compel and authorize the Newcastle and Carlisle Railway Company and the Stockton and Darlington Railway Company respectively, to book through, receive, and forward over their respective railways, and over all other railways worked or used by them, all passengers, goods, minerals, animals, and other traffic to or from the said intended railways, and to afford all necessary facilities for the passage and transmission of such traffic upon, over, along, and from their lines of railway and other railways worked or used by them; and, in like manner, to compel and authorize the said intended Company to book through, receive, and forward over the said intended railways all passengers, goods, minerals, animals, and other traffic, to or from the Newcastle and Carlisle Railway, or the Stockton and Darlington Railway, respectively, and to afford all necessary facilities for the passage and transmission of such traffic upon, over, along, and from the said intended railways; and to enable either of the said Companies to charge tolls, rates, and charges, in respect of the traffic so received and forwarded, and to fix and determine the amount of such tolls, rates, and charges, or to provide for the ascertaining and determining the same by arbitration, upon the application of the said intended Company, or of either of the said existing Companies, as the case may require, or otherwise, as shall be provided for in the said Bill, or be directed by Parliament, and to grant exemptions from the payment of such tolls, rates, and charges, and to confer other rights and privileges.

And it is intended by the said Bill to enable the said intended Company, and any other Company, lawfully using or working the said intended railways, or either of such Companies, either by agreement or upon terms, to be determined by arbitration, or by the Board of Trade upon the application of the said intended Company, or of the Company whose lines are so proposed to be run over or used, or otherwise, as Parliament shall authorize or direct to run and pass over with their own engines and carriages, or the engines and carriages of such other Company as aforesaid, that portion of the line of the Newcastle and Carlisle Railway which lies between the proposed point of junction therewith of the said main line of railway near Scotswood, and the portion of the central station, in the said town or borough of Newcastle-upon-Tyne, which belongs to, or is used by the Newcastle and Carlisle Railway Company; also to use the said portion of the same station, and all other stations of that Company in the said town or borough, and the railways and sidings communicating between the same and the main line of the said Newcastle and Carlisle Railway; and the booking offices, waiting rooms, water, and watering places, sidings, and other conveniences, at or connected with the said stations respectively, or on the line of and adjoining the said portions of railway so to be used or run over by the said intended Company, or any other Company lawfully using or working the said intended railways; also as a separate power to run and pass over with their own engines and carriages, or with the engines and carriages of such other Company as aforesaid, and upon terms to be ascertained and determined as aforesaid, that portion of the line of the Newcastle and Carlisle Railway which lies between the proposed point of junction therewith of the said

main line of railway near Scotswood, and the point of departure therefrom of the said intended branch railway at, over, or near the Forth Banks, in the township of Westgate, in the parish or parochial chapelry of Saint John, in the said town or borough and county of Newcastle-upon-Tyne; and also to use the booking offices, waiting rooms, water, and watering places, sidings, and other conveniences on the line of and adjoining the said portion of railway, so to be used or run over by the said intended Company or such other Company lawfully using or working the said intended railways as aforesaid, and subject as aforesaid in both or either of the said cases of user to fix and determine the amount of rates, tolls, or charges which shall be paid by the said intended Company, or such other Company, as aforesaid, for the use by them of the said portion or portions of the Newcastle and Carlisle Railway, central and other stations, booking offices, waiting rooms, water, watering places, sidings, works, and other conveniences, or any of them; and also if necessary to alter and limit the tolls, rates, and charges now authorized to be levied and demanded by the Newcastle and Carlisle Railway Company, for the use of the portion of railway stations, booking offices, waiting rooms, water, watering places, sidings, works, and other conveniences, or any of them, so run over or used by the said intended Company, or such other Company as aforesaid; and to enable the said intended Company and such other Company as aforesaid, or either of them, to carry passengers, goods, minerals, animals, and other traffic on and over the said portions of the Newcastle and Carlisle Railway, and on and over other railways, and to charge tolls, rates, and charges in respect thereof, and to recover and enforce payment of such tolls, rates, and charges, and to confer, vary, or alter exemptions therefrom, and other rights and privileges.

And it is intended by the said Bill to empower the Newcastle and Carlisle Railway Company and Stockton and Darlington Railway Company, or either of them, to subscribe towards the construction of the said intended railways and other works, and towards the expense of carrying into execution all or any of the powers to be conferred by the said Bill, and to accept, take, and hold shares in the capital to be authorised by the said Bill, and to apply their corporate or other funds, and to raise additional capital by new shares or stock, either ordinary or conferring a preference or priority in the payment of dividends or interest over all or any other existing shares of the Company, for or towards all or any of the several purposes aforesaid, also to take part in the management of the said intended Company, and to appoint one or more directors thereof.

And it is intended by the said Bill to confer upon the said intended Company, and upon all goods, minerals, and other traffic carried by their said railways, into or out of the town or borough of Newcastle-upon-Tyne, and which would be subject to the payment to the corporation of the said town or borough, or to any other body, or to their officers of any toll thorough, or great toll, or other toll, rate, or charge of import or export, full, free, and entire exemption from, and from the payment of such tolls, rates, or charges, or any demand in respect thereof; also, powers to the said intended Company, if they shall think fit, and to the corporation of the said town or borough, to agree for the payment of a sum, in gross or annual sum, as a compensation for such exemption, and to charge the same upon the tolls and other revenues of the said intended Company; and also, if it shall be deemed expedient so to do, to make provision

in the said Bill for ascertaining the amount of such compensation by arbitration, in case the said intended Company, and the said corporation, cannot agree as to the amount thereof, or in case either of them shall refuse to treat with the other of them for the purpose of ascertaining and settling such amount, or the mode or time of payment thereof, or the security to be given for the same, or otherwise in relation thereto.

And it is intended by the said Bill to provide that in the event of the Newcastle and Carlisle Railway Company being amalgamated with any other Company, by or under any Act to be passed in the next session of Parliament, then that all the powers and authorities which by the said Bill may be conferred upon the Newcastle and Carlisle Railway Company, and all liabilities to which they may be thereby made subject, shall vest in and attach to the said Amalgamated Company.

And it is intended by the same Bill to alter, amend, extend, and enlarge, and where necessary, to repeal all or some of the powers and provisions of the several local and personal Acts of Parliament following, that is to say: "The Stockton and Darlington Railway Act, 1854;" "The Stockton and Darlington Railway Act, 1855;" the 21 and 22 Vic., caps. 115, 116, and 117; the 22 and 23 Vic., cap. 127; and all other Acts relating to the Stockton and Darlington Railway Company; the 10 Geo. 4, cap. 72; 2 and 3 William 4, cap. 92; 5 and 6 William 4, cap. 31; 1 and 2 Vic., cap. 23; 4 and 5 Vic., cap. 44; 9 and 10 Vic., cap. 394; 12 and 13 Vic., cap. 43; 13 and 14 Vic., cap. 72; 17 and 18 Vic., cap. 57; and all other Acts relating to the Newcastle and Carlisle Railway Company; the several charters relating to the town or borough and county of Newcastle-upon-Tyne, and the following Acts of Parliament also relating thereto, namely: 3 Geo. 4, cap. 56; 1 Vic., cap. 72; 4 and 5 Vic., cap. 71; 9 and 10 Vic., cap. 121; 13 and 14 Vic., cap. 77; 16 and 17 Vic., cap. 182; and 18 and 19 Vic., cap. 99; and all other Acts relating to the town or borough and county of Newcastle-upon-Tyne; "The Stockton and Darlington and Newcastle and Carlisle Union Railway Act, 1856;" the 17 and 18 Vic., caps. 73, 164, and 211; the 20 and 21 Vic., caps. 19, 23, and 46; and the 22 and 23 Vic., caps. 10, 12, 85, 91, and 100 respectively, relating to the North-Eastern Railway Company and its undertaking, and the several Acts in such Acts respectively, or any of them, recited or referred to, and all other Acts relating to the said Company or any Company incorporated therewith; and any other Acts of Parliament, the provisions of which will be interfered with by the said Bill, and also, if need be, to reduce or vary the tolls, rates, and charges authorized to be taken by or under all or any of the said Acts, and to grant exemptions from such tolls, rates, and charges, and other rights and privileges.

And notice is hereby given, that duplicate plans and sections, defining the lines and levels of the said intended railways and works, and the lands, houses, and other property, which may be required to be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands and houses proposed to be taken, and a published map whereon will be defined the general course or direction of such railways, and also a copy of this note, as published in the London Gazette, will be deposited, on or before the 30th day of November in the present year, with the Clerk of the Peace for the county of Durham, at his office in the city

of Durham, and with the Clerk of the Peace for the county of Northumberland, at his office in the Moothall of the Castle of Newcastle-upon-Tyne, in the said county of Northumberland, and with the Clerk of the Peace for the said town or borough and county of Newcastle-upon-Tyne, at his office in the Guildhall, in the said town or borough and county of Newcastle-upon-Tyne; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railways and works are proposed to be made, and also a copy of this notice as published in the London Gazette, will be deposited on or before the said 30th day of November with the parish clerk of each such parish at his residence; and that a copy of so much of the said plans and sections as relates to any extra-parochial place, together with a book of reference thereto, and a copy of this notice, as published in the London Gazette, will be deposited on or before the said 30th day of November with the parish clerk of some parish immediately adjoining such extra-parochial place, at his usual place of abode.

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

Dated this eleventh day of November, 1859.

Joseph Watson, Solicitor,
10, Royal-arcade, Newcastle-upon-Tyne.
Durnford and Co., Parliamentary Agents,
39, Parliament-street, Westminster.

Upper Mersey Dues Purchase and Conservancy Act.

(Appointment of Commissioners or Trustees.—Power to Purchase Town and Anchorage Dues levied within certain parts of the River Mersey.—Exercise of Conservancy Powers, and application of Dues for that purpose.—Alteration of Dues and Rates.—Power to borrow Money.—Application of Dues and Rates, and other Monies, 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 effect the following, or some of the following, among other purposes, viz:—

To vest in a body of commissioners or trustees, to be appointed under this Act, powers for the purchase, either compulsorily or by agreement, within a period to be limited by such Act, of all such powers, rights, and privileges, of imposing or collecting all such and so many of the rates or dues in the "Mersey Docks and Harbour Act, 1857," called town dues and anchorage dues, as hereinafter mentioned; that is to say: all such and so many of the said town dues as shall be lawfully payable for or in respect of any goods not liable under or by virtue of the "Mersey Docks Acts Consolidation Act, 1858," to the payment of dock rates on goods specified in schedule (C) to such Act annexed, or any of them, which shall be carried or conveyed upon, over, or along any part of the port of Liverpool, lying above or on the south easterly side of an imaginary straight line drawn across the River Mersey from Eastham Ferry Slip to the northwesterly boundary of the present Garston Dock Quay, and all such and so many of the said anchorage dues as shall be lawfully payable upon, or for, or in respect of, any vessel not liable under or by virtue of the said "Mersey Docks Acts Consolidation Act, 1858," to

the payment in respect of the same voyage of dock tonnage rates mentioned in schedule (B) to the same Act annexed, which shall enter into, or depart from, or navigate, or sail, or be propelled upon or along any part of the River Mersey, lying or being on the south-easterly side of the said imaginary straight line, in consideration of there being paid or secured to the Mersey Docks and Harbour board, or other parties, if any, entitled thereto by way of compensation for such dues a proportionate part of the price or consideration paid for the whole of the said dues transferred to the said board by the said "Mersey Docks and Harbour Act, 1857," or such other price or consideration to be paid or secured in such manner as to Parliament may seem meet.

To make such provisions as to Parliament may seem meet for the appointment by election, nomination, or otherwise, of a body of commissioners or trustees, for the purpose of carrying into effect the object of the proposed Act.

To vest in the said commissioners or trustees appointed under the said proposed Act the said town dues and anchorage dues which shall be so purchased by them, and all powers, rights, and privileges of imposing or collecting the same dues respectively, and all powers of revision and variation, and all other powers in relation thereto, which are now vested in the Mersey Docks and Harbour Board, or which have been lawfully exercised by them, or by the mayor, alderman, and burgesses of the borough of Liverpool, in relation thereto, and to divest the said Mersey Docks and Harbour Board of all such powers, rights, and privileges.

To empower the commissioners or trustees appointed under the proposed Act to impose, levy, and collect the town dues and anchorage dues which they shall have so purchased, either by the same or any other names or name, or to extinguish such town dues and anchorage dues, and to impose, levy, and collect, other rates or dues in lieu thereof, and subject to the approval of the Board of Trade, or of such other authority as to Parliament may seem meet, from time to time, to revise, alter, or vary the same dues or rates respectively, or any of them, or from time to time to suspend or forego and afterwards to resume the collection of them, or any of them, (but subject, nevertheless, to such limitations as to prevent the same from being imposed, levied, or collected according to a higher scale or scales of rates or duties than the scales of town dues and anchorage dues respectively, which shall be in force, and by which the said dues shall be collected at the time of the passing of the said proposed Act), and to confer, vary, or extinguish exemptions from payment of such rates and dues and other rights and privileges in relation thereto.

To empower the commissioners or trustees appointed under the said proposed Act, with a view to carrying into effect the several purposes thereof to raise and borrow, and from time to time to re-borrow, money on bond or otherwise, upon security of the said town dues and anchorage dues respectively, which shall be so purchased by or vested in them, as aforesaid, or of any other dues or rates which may, for the time being, be vested in them.

To enable the said commissioners or trustees appointed under the said proposed Act, from time to time, with the consent and under the direction or control of the Commissioners for the Conservancy of the River Mersey, to exercise or execute all or any of the powers or provisions of an Act made and passed in the 5th and 6th years of the reign of Her present Majesty, entitled "An Act for the better preserving the Navigation

of the River Mersey," so far as relates to the portion of the said River Mersey lying or being on the south easterly side of the said imaginary straight line, or any part thereof.

To enable the said commissioners or trustees appointed under the said proposed Act to apply any monies which shall be received or collected by them in pursuance of the said proposed Act in payment of the expenses of, and attending the obtaining of the said proposed Act, and carrying into effect the provisions thereof, and subject, as aforesaid, to enable the said commissioners or trustees appointed under the said proposed Act to provide for the abolition or reduction of the said rates and dues, or either of them.

To amend, alter, repeal, or enlarge, so far as may be necessary for the purposes aforesaid, or any of them, all or some of the powers and provisions of the several local and personal Acts following, namely, "The Mersey Docks and Harbour Acts, 1857;" "The Mersey Docks Acts Consolidation Act, 1858;" "The Mersey Docks and Harbour Works Act, 1858;" "The Mersey Docks (Money) Act, 1859;" and the Act passed in the 5th and 6th years of the reign of Her present Majesty, chapter 110, or any Act or Acts, or portion of any Act or Acts incorporated therewith respectively.

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

Dated this 14th day of November, 1859.

Gregory, Gregory, Skirrow, and Rowcliffe,
Parliamentary Agents.

Bourton-on-the-Water Railway.

(Incorporation of Company—Construction of Railway, from the Oxford, Worcester and Wolverhampton Railway to Bourton-on-the-Water. Working and other Arrangements, Powers of Contribution, 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 making and maintaining the railway following, with all necessary stations, works, and conveniences (that is to say), a railway commencing by a junction with the Oxford, Worcester, and Wolverhampton Railway, in the parish of Churchill, and county of Oxford, at the Chipping Norton Junction Station on that railway, in the parish and county aforesaid, and terminating in the parish of Bourton-on-the-Water, in the county of Gloucester, in or near the field called The Lower Coach Ground, in the parish and county last aforesaid, and in the occupation of Henry Wilkins, which said railway and the works connected therewith will pass from, in, through, or into, the parishes, townships, townlands, extra-parochial and other places following, or some of them, that is to say, Churchill and Kingham, in the county of Oxford, Icomb otherwise Church Icomb, in the county of Worcester, Bledington, Oddington, Mangersbury, Stow-on-the-Wold, Wick Rissington, otherwise Wick Rissington, otherwise Wyck Rissington, Lower Slaughter, and Bourton-on-the-Water, all in the county of Gloucester.

And for the purposes aforesaid, powers will be taken in the said Act to stop up, alter or divert either temporarily or permanently, all necessary turnpike or other roads, highways, railways, canals, rivers, cuts, sewers, watercourses and bridges, and to purchase by compulsion or other-

wise, all necessary lands, houses, and hereditaments, and to vary or extinguish any rights or privileges connected therewith: and to levy tolls, rates, and duties, and to confer, vary or extinguish exemptions from the payment of tolls, rates and duties, and to enable the Oxford, Worcester, and Wolverhampton Railway Company to apply for the purposes of the said intended railway and works, or some of them, any part of their funds which they are authorised by law to raise, and which may not be required for the purposes of their undertaking, and to subscribe to the said intended undertaking, and to guarantee to the intended Company such interest, dividend, and annual or other payments as may be agreed upon between such companies respectively: and to take and hold shares in the said undertaking, and to make and enter into agreements and arrangements with the intended Company for the use and working of the said intended railway and works by the Oxford, Worcester, and Wolverhampton Railway Company; and for the management, interchange, and regulation of the traffic on the said intended railway and works, and the collection and apportionment of the tolls and duties to arise therefrom; and powers will be taken to authorise parties having limited interests, or being under any disability or incapacity to sell and convey lands in consideration of annual rent charges or shares in the capital of the Company, by way of exchange or otherwise.

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

And notice is hereby further given, that duplicate plans and sections of the said intended railway and works, and of the land in and through which the same is intended to pass, together with a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, with a published map, showing the general course and direction of the said intended railway, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of Novem-

ber instant, be deposited with the Clerk of the Peace for the county of Oxford, at his office in the city of Oxford; 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 county of Gloucester, at his office at Gloucester: 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 parish in or through which the said railway and works will be made, and a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of each such parish; and, in case of an extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his place of abode. And, on or before the 23rd day of December next, printed copies of the said intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1859.

Burchells, 5, Broad Sanctuary, Westminster, London, Solicitors.

Kendall and Son, Bourton-on-the-Water.

Tivley and Wilkins, Chipping Norton.
Local Solicitors.

Llanelly Railway and Dock Company.

(Station arrangements and purchase of Branches and additional Lands—Powers of Lease in perpetuity or purchase of the Vale of Towy Railway—Enlargement of Dock and construction of Dock Gates and other works—Power to raise further Capital and Amendment of Acts).

NOTICE is hereby given that application is intended to be made to Parliament, in the ensuing session, by the Llanelly Railway and Dock 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 authorise the Company and the South Wales Railway Company to enter into arrangements with regard to the Branch Railway uniting that part of the Llanelly Railway known as the Saint Davids Railway with the Llanelly Station of the South Wales Railway and to carry into effect contracts or agreements for or with reference to vesting in the Company the said branch railway.

To empower the Company to purchase by agreement, and the Llanelly Local Board of Health to sell the branch railway commencing on the main line of the Company near the Llanelly Tin Works and extending to the Saint David's Railway of the said Company and also additional lands for the purpose of widening and improving such branch railway and making sidings thereto, and for connecting the same with other lines of the Company.

To empower the Company to purchase or take a lease in perpetuity, and the Vale of Towy Railway Company to sell or grant a Lease of the Vale of Towy Railway or for an amalgamation of the Vale of Towy Railway Company with the Company, and to carry into effect contracts or agreements therefor or with reference thereto.

To authorise the construction of dock gates in the entrance channel leading to the Company's dock, and of cranes, staiths, jetties, buildings, and other works and conveniences, and to enable the Company to enter into and carry into effect contracts or agreements with the Commissioners of the Llanelly Harbour, and other persons, for or with reference to providing or guaranteeing any interest or dividend on the money to be raised for the same, and for or with reference to the granting to any person or persons the exclusive use of any part or parts of the dock or works, and to

enable the Company to purchase, by agreement, additional lands for the purpose of extending their sidings, works, and conveniences.

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

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

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

To alter, amend, extend, and enlarge, or repeal the powers and provisions, or some of the powers and provisions, of the local and personal acts relating to the Llanelly Railway and Dock Company, or to the Vale of Towy Railway Company, viz., "The Llanelly Railway and Dock Act, 1853;" "The Vale of Towy Railway Act, 1854;" and "The Vale of Towy Railway (Leasing) Act, 1858;" and to make other provisions in lieu thereof.

To amend, so far as may be desirable for any of the purposes of the said intended Act, the local and personal Acts following or some of them viz. 18 and 19 Vic., cap. 98; 19 and 20 Vic., cap. 100; 20 and 21 Vic., caps. 41 and 54; 21 and 22 Vic., cap. 146, relating to the South Wales Railway, and 21 and 22 Vic., cap. 72 relating to the Llanelly Harbour.

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

Dated this 10th day of November 1859.

Crowder, Maynard, Son, and Lawford, 57, Coleman Street, London.

The Sheriffs' Court of the city of London.

(Extension of Powers and Jurisdiction—Regulation of Fees and Costs—Repeal and Amendment of Act—Union of the Poultry Compter and the Giltspur-street Compter—Increase of Judges of the Mayor's Court—Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to extend the power and jurisdiction, and amend the process and procedure of the Sheriff's Court in the city of London; to increase the powers and define the duties and qualifications of the officers thereof, and to take further power to regulate the payment of fees and costs therein. To unite the Poultry Compter and Giltspur-street Compter of the city of London with the Sheriffs' Court; to make the Recorder of the city of London, the Common Serjeant of the city of London, and the Judge of the Sheriffs' Court, Judges of the Mayor's Court in the city of London.

To provide an appeal from the Sheriffs' Court to the Mayor's Court.

To extend to the Sheriffs' Court the jurisdiction of the Court of Probate in certain cases.

To enable a wife deserted by her husband, to obtain an order from the Sheriffs' Court to protect her property.

To repeal, alter, amend, extend, and enlarge, the provisions of the "The London (City) Small Debts Extension Act, 1852."

To incorporate with the said intended Act, either wholly or in part, the public Acts 8 Anne, cap. 14; 3 and 4 William IV, cap. 42; 8 and 9 Victoria, caps. 18 and 127; 14 and 15 Victoria, cap. 96; 15 and 16 Victoria, caps. 31, 54, and 76; 16 and 17 Victoria, caps. 51 and 107; 17 and 18 Victoria, caps. 25, 104, 112, and 125; 18 and 19 Victoria, caps. 32, 67, 121, and 122; 19 and 20 Victoria, cap. 108; 20 and 21 Victoria, caps. 77 and 85; 21 and 22 Victoria, caps. 70, 95, and 108; 22 and 23 Victoria, cap. 57, and the local Act 20 and 21 Victoria, cap. 157; and to amend, alter, extend, vary, and enlarge or repeal, all or some of the powers and provisions of the said Acts, or some of them, and any Act or Acts recited in any of the said Acts.

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

Dated this 7th day of November, 1859.

Ed. Tyrrell, City Remembrancer.

Plumstead, Woolwich, and Charlton Water Company.

(Incorporation of Company to supply Plumstead, Woolwich, and Charlton with Water—Power to purchase Undertakings of the Plumstead, Woolwich, and Charlton Consumers Pure Water Company, and of the Plumstead, Woolwich, and Charlton Consumers Pure Water Company Limited, and to those Companies to sell—Powers to maintain works, levy rates, and for other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill for better supplying with water the towns and parishes of Plumstead, Woolwich, and Charlton, in the county of Kent, or any of them, and for that purpose to incorporate a Company, and to empower such Company to purchase and maintain and hold the undertakings, lands, and premises, works, mains, pipes, plant, property, and effects, and the rights, powers, and privileges belonging thereto of the Company, called or known by the names respectively of "The Plumstead, Woolwich and Charlton Consumers Pure Water Company" and "The Plumstead, Woolwich, and Charlton Consumers Pure Water Company Limited," or either of them, incorporated under the provisions of the Act for the registration, incorporation, and regulation of Joint Stock Companies, and to enable such Companies, or either of them, either independently or under the direction of the Court of Chancery, or the official manager appointed for winding up the said Companies and the affairs thereof, or either of them, to sell and convey the said undertakings, lands, premises, works, mains, pipes, plant, property, effects, rights, powers, and privileges to the said intended Company, and to enable the said Plumstead, Woolwich, and Charlton Consumers Pure Water Company, and the Plumstead, Woolwich, and Charlton

Consumers Pure Water Company Limited, or either of them, or the directors thereof, under the direction of the Court of Chancery, or of the official manager for winding up the affairs of the said Companies, or either of them, to enter into and carry into effect any agreements already entered into, or which may hereafter be entered into, for effecting any such sale and conveyance as aforesaid, and for conferring on the said Court of Chancery and official manager and intended Company respectively all necessary powers for the purpose of the said Bill, and to confirm any agreements which have been or may be entered into for the purposes aforesaid. And it is intended by the said Bill to confer all or some of the following powers, that is to say:

To enable the said intended Company to exercise all or some of the powers of the said Plumstead, Woolwich, and Charlton Consumers Pure Water Company, and of the Plumstead, Woolwich, and Charlton Consumers Pure Water Company Limited, and to raise money by shares or stock, for the purposes of the said intended Company, with or without preference or priority in payment of interest or dividend in perpetuity, or otherwise, and on such terms and conditions, and with such special privileges or advantages, as may be agreed on or prescribed by the said intended Bill, or by borrowing on mortgage or bond, or by all or any of the said modes.

To enable the said Company to maintain and improve the said existing waterworks so to be purchased by them as aforesaid, and from such waterworks to supply water to the inhabitants of the said towns and parishes of Plumstead, Woolwich, and Charlton, or some or one of them for private use, and also for trade, public, and sanitary purposes, and in bulk or otherwise.

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

To enable the said intended Company to purchase by agreement the reversion and inheritance of any of the lands so to be purchased from the said existing Companies, or either of them, and also to purchase, 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 of the said Bill, and to vary or extinguish any rights or privileges connected therewith, and any other rights and privileges which would in any way interfere with the objects of the said Bill.

To enable the said intended Company to levy rates, rents, and other payments for the water supplied by them, to alter the existing and proposed water rates, rents, and other charges, and to confer, vary, or extinguish exemptions from the payment of such existing and proposed rates, rents, and other charges, and to confer, vary, and extinguish other rights, privileges, and exemptions.

To incorporate in the said Bill, and make applicable to the purposes thereof, all or some of the powers and provisions of "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Water-

works Clauses Act, 1847," and all other usual and necessary clauses, powers, and provisions.

To enable the said intended Company to enter into and make and carry into effect contracts with commissioners, corporations, and other public bodies, for the supply of water within the limits of the said intended Bill for public and other purposes, and to confer on such commissioners, corporations, and other public and local bodies, corresponding contracting powers, and all other powers necessary for giving effect to such contracts.

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

Dated this twelfth day of November, 1859.

Montague, Levenson, and Hawley, 12, St. Helen's-place, City, Solicitors for the Bill.

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

In Parliament.—Session 1860.

Grunty Fen Drainage and Improvement.

(Drainage, &c. of Grunty Fen; Contribution to Littleport and Downham District Commissioners; Levying of Rates; Amendment of Acts).

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

1. To drain and improve a certain tract of land, situate within the Isle of Ely, in the county of Cambridge, called Grunty Fen, containing 1,777 acres (or thereabouts), comprising a tract of common ground, containing 1,350 acres (or thereabouts), called or known by the name of Grunty Fen Common, and certain inclosed farms, containing 427 acres (or thereabouts), lying within the same common, and called or known by the names of the Grunty Fen Farms, and in connexion with, and as forming part of such drainage and improvement, to deepen, widen, cleanse, alter, and maintain a certain outfall drain, called the Grunty Fen Drain, leading from the fen aforesaid to the point where the said drain enters a certain other drain called the Crooked Drain, in or near the parish of Coveney, in the said Isle of Ely; and also all common public ponds, wells, watering places, watercourses, ditches, drains, embankments, tunnels, sluices, bridges, roads, and other public ways and works made, set out, or appointed, or to be made, set out, or appointed by the valuer acting in the matter of the inclosure of the said tract of common ground under "The Acts for the Inclosure, Exchange, and Improvement of Land."

2. To authorize and require payment to be made out of the money to be raised under the authority of the Bill of the annual sum of £101 5s. Od. to the commissioners acting in the execution of the said Acts local, following (that is to say), an Act passed in the 29th year of the reign of His Majesty King George II, intituled "An Act for Draining and Preserving certain Fen Lands in the Isle of Ely and county of Norfolk, lying between the Hundred Foot River and the Ouse, and bounded on the south by the hard lands of Mepal, Witcham, Wentworth, Witchford, Ely, Downham, and Littleport; and for empowering the governor, bailiffs, and commonalty of the Company of Conservators of the Great Level of the Fens, commonly called Bedford Level, to sell certain lands lying within the limits aforesaid,

commonly called invested lands:" and of two several Acts, one being 39 and 40 Geo. III, c. 26, and the other 50 Geo. III, c. 194, for altering and extending the powers of such first-mentioned Act, and which commissioners are called or known by the name of Commissioners for Littleport and Downham District, in consideration that such commissioners shall from time to time effectually improve, deepen, widen, cleanse, alter, and maintain the said drain called the Crooked Drain, so as to provide a free passage into and through the said Crooked Drain for the waters collected in the said outfall drain, and shall also keep the said Crooked Drain in free and sufficient water communication with the general drainage of the said district, and also in consideration that the said commissioners shall from time to time effectually cleanse, repair, and maintain a certain drain, known as the Grunty Fen Catchwater Drain, and the banks, tunnels, sluices, and bridges connected therewith, sometime heretofore made by them or their predecessors in, upon, or near, the said tract of common ground, so far as may be necessary for conveying into the River Ouse all waters running into the said drain.

3. To authorize a rate to be collected or levied yearly upon the owners and occupiers of the land comprised within the said tract of common ground, and also of the said inclosed farms, for the purpose of paying the said annual sum before mentioned, and also for paying, satisfying, and discharging the costs and expenses of obtaining and passing the Bill, and of otherwise carrying the provisions of the same into effect, or in any way connected therewith; and also to provide an alternative summary remedy for the said commissioners to levy the said annual sum upon the said land and farms, or some part thereof.

4. To authorize a sum of money to be raised on mortgage of the said rate, and the application of the same to all or some of the purposes to which the produce of such rate may be applicable.

5. To alter, amend, and enlarge all or some of the provisions of the said Acts before mentioned or referred to, relating to the draining and preserving the said fen lands in the Isle of Ely, and county of Norfolk, called or known by the name of Littleport and Downham District (that is to say): the Acts local passed respectively in the 29th year of the reign of His Majesty King George II, and in the 39th and 40th and in the 50th years of the reign of His Majesty King George III, and to authorize the commissioners of Littleport and Downham District to contribute towards the expenses of obtaining and passing the Bill.

6. To confer, vary, or extinguish exemptions from payment of rates or duties, and particularly to provide that the owners and occupiers of land and property comprised within the said tract of common ground, and also of the said inclosed farms, shall not, in respect of any land or property situate therein, be liable to the payment of any highway rate or other payment in respect of making or repairing roads within any other part of any parish or place within which the said common ground, or the said inclosed farms, may be situate.

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

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 8th day of November, 1859.

*Goodwyn Archer, } Solicitors
Wm. Marshall, } for the Bill.*

London, Brighton, and South Coast, and Victoria Station and Pimlico Railway Companies.

(Purchase or Lease by the London, Brighton, and South Coast Railway Company, of the Victoria Station and Pimlico Railway; Amalgamation of the two Companies; Powers to enter into Arrangements with London and North Western, Great Western, West London, and West London Extension Railway Companies; Amendments 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:—

First.—To authorise the union and amalgamation of the undertaking, works, stock, and shares, proprietors' lands, property, rights, powers, and privileges, of the Victoria Station and Pimlico Railway Company, with those of the London, Brighton, and South Coast Railway Company, so that the same may vest in and be held, exercised, and enjoyed by, and the obligations attached thereto, performed by the last-named Company.

Second. To authorise the Victoria Station and Pimlico Railway Company, to let, sell, and transfer, their undertaking, works, plant, land, property, powers, rights, and privileges, or any part thereof, to the London, Brighton, and South Coast Railway Company, and to authorise that Company to make such purchase, and to take such lease or transfer upon such terms and conditions, as shall be or have been agreed upon, and to enable the two Companies to enter into, and carry into effect, agreements and arrangements, and to confirm existing agreements and arrangements between the same Companies.

Third.—To authorise the London, Brighton, and South Coast Railway Company, for all or any of the purposes of the Bill, to apply any funds belonging to them, or which they are or may be authorised to raise, and to raise further money by borrowing on mortgages, bonds, annuities, or rent-charges, and by the creation of stock and shares, with or without any guarantee, preference, or priority of interest or dividend, and other special privileges.

Fourth.—To authorise the Victoria Station and Pimlico Railway Company, or any shareholders therein, or mortgagees or bondholders of that Company, to accept in lieu of their shares, stock, mortgages, or bonds, any rent charges, annuities, bonds, mortgages, stock, or shares, of the London, Brighton, and South Coast Railway Company.

Fifth.—To provide (if need be) for the dissolution of the Victoria Station and Pimlico Railway Company, and for the continuance or redemption of any rent-charge on that undertaking.

Sixth.—To authorise and give effect to any contracts or agreements made or to be made between the said Companies, with reference to the objects aforesaid, or any or either of them, and to any matters incidental thereto, or connected therewith.

Seventh.—To authorise the London, Brighton, and South Coast Railway Company, and the London and North-Western, and the Great-Western, the West London, and the West London Extension Railway Companies, respectively, to enter into and carry into effect, any contracts, agreements, or arrangements, with reference to the maintenance, working, and use, by the London and North-Western, Great-Western, West London, and West London Extension Railway Companies, or any or either of them, of all or any part

of the Victoria Station and Pimlico Railway, and the works and conveniences connected therewith, the appropriation, partition, and allotment, of such station, the management, booking, collection, transmission, and delivery, of the traffic of such railway, the supply and maintenance of stock and plant, officers and servants; the fixing, collection, division, apportionment, and appropriation, of the 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.

Eighth.—So far as may be necessary for the purpose of the Bill to amend or repeal the powers and provisions of the Acts, or some of the Acts following, viz., 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, chapters 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, 92, 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; and 22 and 23 Victoria, chapters 69, 81, 98, 112, 125, and 134, relating to the London, Brighton, and South Coast Railway Company; and 21 and 22 Victoria, chapter 118; and 22 and 23 Victoria, chapter 112, relating to the Victoria Station and Pimlico Railway Company; and the 5 and 6 William 4, chapter 107; 6 William 4, chapters 36, 38, 77, and 79; 7 William 4, and 1 Victoria, chapters 91 and 92; 1 and 2 Victoria, chapters 24 and 26; 2 and 3 Victoria, chapter 27; 3 and 4 Victoria, chapters 47 and 105; 4 and 5 Victoria, chapter 41; 5 Victoria, Sess. 2, chapter 28; 6 and 7 Victoria, chapter 10; 7 and 8 Victoria, chapters 3 and 68; 8 and 9 Victoria, chapters 40, 53, 155, 156, 184, 188, 190, and 191; 9 and 10 Victoria, chapters 14, 166, 181, 236, 239, 240, 278, 313, 315, 335, 337, 338, 369, 383, and 402; 10 and 11 Victoria, chapters 60, 72, 76, 91, 101, 109, 149, 154, 226, and 242; 11 and 12 Victoria, chapters 28, 59, 74, 77, 82, 95, 130, 131, 3, 135, 158, 10 and 159; 13 and 14 Victoria, chapters 6, 7, 44, 98, and 110; 14 and 15 Victoria, chapters 22, 48, 52, 53, 74, and 81; 15 and 16 Victoria, chapters 9, 125, 133, 140, 145, 147, and 168; 16 and 17 Victoria, chapters 121, 153, 175, 204, 209, 210, and 212; 17 and 18 Victoria, chapters 108, 120, 158, 163, 192, 202, 204, 207, 209, 215, and 222; 18 and 19 Victoria, chapter 98; 19 and 20 Victoria, chapters 126 and 137; 20 Victoria, chapter 1; 20 and 21 Victoria, chapters 8, 24, 54, 96, and 158; 21 and 22 Victoria, chapter 88; 22 Victoria, chapter 13; and 22 and 23 Victoria, chapters 1, 40, 64, 76, 120, and 134, relating to the Great Western Railway Company; and 8 and 9 Victoria, chapters 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 and 10 Victoria, chapters 57, 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 ; 5 George 4, chapter 65 ; 7 George 4, chapter 96 ; 6 William 4, chapter 97 ; 4 Victoria, chapter 105, relating to the West London Railway Company ; 22 and 23 Victoria, chapter 134, relating to the West London Extension Railway Company.

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

Dated this 11th day of November, 1859.

*G. Faithful and Son, Brighton.
Fladgate, Clarke, and Finch, Craven-street,
Strand, London.*

Watford, Rickmansworth and Uxbridge Railway.

'Incorporation of Company for making Railways from Watford to Rickmansworth and Uxbridge ; Working arrangements with, and subscriptions by, London and North Western and Great Western Railway Companies ; Amendment of Acts ; and for other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to incorporate a Company (herein called the Company) for the purposes of making and maintaining, with all proper approaches, stations, and conveniences, the railways and works following (that is to say) ;—

1. A railway to be wholly situate in the county of Hertford, commencing in the parish of Watford by a junction with the London and North Western Railway at or near a point distant seven chains or thereabouts from the Booking-office of the Watford Station of that railway, on the Watford side, passing through the several parishes or places following, or some of them, that is to say : Watford, Bushey, Croxley, and Rickmansworth and terminating in the said last-mentioned parish in the turnpike-road leading from Rickmansworth to Harrow at about six chains north of the bridge over the river Colne there, called Blatchworth Bridge.

2. A railway commencing by a junction with the hereinbefore described intended railway at its hereinbefore described termination in the parish of Rickmansworth ; passing through the several parishes, townships, chapelries, and extra-parochial or other places following, or some of them, that is to say : Rickmansworth, in the county of Hertford ; Harefield, Hillingdon, Uxbridge, and Cowley, in the county of Middlesex ; and Denham, in the county of Buckingham ; and terminating in the said parish of Hillingdon, and county of Middlesex, at or near a point on the Uxbridge Branch of the Great Western Railway, distant twenty-two chains, or thereabouts, from the Uxbridge Station of such branch railway.

And it is proposed by the said intended Act to incorporate 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," and to take power to cross, stop up, alter, or divert, whether temporarily or permanently, all

such turnpike and other roads, footpaths, canals, railways, tramways, bridges, rivers, sewers, streams, and watercourses, within the before-named parishes and places, or any of them, as may be necessary for the purposes of the said intended railways and works, or any of them.

And it is also proposed by the said intended Act to authorize the Company to make lateral deviations from the line of the said intended railways and works to the extent and within the limits defined upon the plans hereinafter mentioned, and to purchase lands and other property, by compulsion or agreement, for the purposes of the said intended railways and works ; to vary or extinguish all existing rights and privileges in any manner connected with the lands or property purchased, which would in any manner impede or interfere with the construction, maintenance, and use of the same ; to enable the Company to levy tolls, rates, and duties in respect of the said intended railways and works ; to alter existing tolls, rates, and duties ; to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties ; and to confer, vary, or extinguish other rights and privileges.

And it is proposed by the said intended Act to authorize the London and North Western Railway Company, and the Great Western Railway Company respectively, to subscribe and contribute funds towards the undertaking, or any part thereof, and to take and hold shares therein, or in any part thereof, and to apply to such purpose any capital or funds now or hereafter belonging to them respectively, or under the control of their respective directors ; or to raise additional capital by the creation of new shares, either with or without preference or priority in payment of interest or dividend, or by borrowing on mortgage or bond, for the purposes of the said undertaking, or any of them ; and to enable the said London and North Western Railway Company, and the Great Western Railway Company respectively, to vote at meetings of the Company, and to appoint directors thereof.

And it is also proposed by the said intended Act to enable the Company, and the London and North Western Railway Company, and the Great Western Railway Company, or one of them, to enter into arrangements for the working, maintenance, and use, by the London and North Western Railway Company and the Great Western Railway Company, or one of them, of the said intended railways and works, or any part or parts of the same ; and the said Act will contain provisions for the receipt and apportionment of the tolls, charges, and revenue arising therefrom ; and for the appointment of joint committees of the Company, and of the said London and North Western Railway Company, and Great Western Railway Company, 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 ; and agreements for working the traffic on the said intended railways, with the engines and carriages of the London and North Western, and the Great Western Railway Companies, or one or both of them ; and for facilitating the transfer and transmission of traffic passing to or from the railways of the Company from or to the railways of the London and North Western Railway Company, and the Great Western Railway Company or either of them ; and for the division and appointment of the tolls and charges arising from such traffic, and so far as it may be necessary for such purpose it is intended to alter, amend, enlarge, or repeal, all or any of the pro-

visions of the several Acts relating to the London and North Western Railway Company and the Great Western Railway Company respectively, namely, (to the London and North Western Railway Company) the 1st William 4th, cap. 51; 8th and 9th Victoria, chapters 36, 37, 43, 105, 111, 112, 123, 156, 198; 9th Victoria, cap. 67; 9th and 10th Victoria, chapters 80, 82, 152, 182, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, 396; 10th and 11th Victoria, chapters 73, 107, 114, 118, 120, 121, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, 294; 11th and 12th Victoria, chapters 58, 60, 130; 12th and 13th Victoria, cap. 74; 13th and 14th Victoria, cap. 36; 14th and 15th Victoria, chapters 28, 94; 15th and 16th Victoria, chapters 98, 105; 16th and 17th Victoria, chapters 97, 110, 157, 160, 161, 205, 216, 222; 17th and 18th Victoria, caps. 201, 204; 18th and 19th Victoria, cap. 172; 19th and 20th Victoria, cap. 123; 20th and 21st Victoria, cap. 108; 21st and 22nd Victoria, caps. 130, 131; 22nd and 23rd Victoria, caps. 2, 88, and 113; (to the Great Western Railway Company) 5th and 6th William 4th, cap. 107; 6th William 4th, caps. 36, 38, 77, and 79; 1st Victoria, caps. 91 and 92 (1837), and 24 and 26 (1838); 2nd Victoria, cap. 27; 3rd Victoria, cap. 47; 3rd and 4th Victoria, cap. 105; 4th and 5th Victoria, cap. 41; 5th Victoria, Session 2, cap. 28; 6th Victoria, cap. 10; 7th Victoria, cap. 3; 7th and 8th Victoria, caps. 68 and 99; 8th and 9th Victoria, caps. 40, 42, 53, 115, 155, 156, 184, 188, 190, and 191; 9th Victoria, cap. 14; 9th and 10th Victoria, caps. 166, 181, 236, 239, 240, 250, 251, 274, 275, 278, 307, 308, 313, 315, 326, 335, 337, 338, 369, and 402; 10th and 11th Victoria, caps. 60, 72, 76, 80, 91, 101, 109, 144, 149, 154, 226, and 242; 11th and 12th Victoria, caps. 25, 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 12th and 13th Victoria, caps. 6, 7, 55, and 85; 13th and 14th Victoria, caps. 22, 44, 98, 110; 14th and 15th Victoria, caps. 9, 22, 48, 52, 53, 74, 81, and 131; 15th and 16th Victoria, caps. 9, 117, 125, 133, 140, 145, 147, 165, and 168; 16th and 17th Victoria, caps. 121, 153, 175, 204, 209, 210, and 212; 17th and 18th Victoria, caps. 132, 108, 120, 158, 163, 192, 202, 204, 207, 209, 215, and 222; 18th Victoria, caps. 11, 59, 69, 102, and 139; 18th and 19th Victoria, caps. 91, 98, 157, 171, 172, and 191; 19th and 20th Victoria, caps. 109, 123, 126, 132, and 137; 20th and 21st Victoria, caps. 8, 24, 54, 96, and 158; 21st and 22nd Victoria, caps. 90, 139, and 146; 22nd Victoria, cap. 13; and 22nd and 23rd Victoria, caps. 1, 64, and 120.

Also to amend or repeal all or some of the powers and provisions of any other Act or Acts, which could interfere with the several objects aforesaid, or any of them.

And notice is hereby further given, that duplicate plans and sections, shewing the line, situation, and levels, of the said intended railways and works, and the lands in or through which the same will be made, together with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection, with the Clerk of the Peace, for the county of Hertford, at his office at Saint Alban's, in the said county; with the Clerk of the Peace, for the county of Buckingham, at his office, at Aylesbury, in the said county; and with the Clerk of the Peace for the county of Middlesex, at his office in Clerkenwell, in the said county and that on or before the said 30th day of November instant, a copy of so much of the said plans, sec-

tions, and book of reference as relates to each of the parishes in or through which the said intended railways and works will be made, together with a copy of the said Gazette notice, will be deposited for public inspection with the parish clerk of each such parish, at his residence; and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto.

Printed copies of the said 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 eighth day of November, one thousand eight hundred and fifty-nine.

F. F. Jeyes, 22, Bedford-row, Solicitor for the Bill.

Marchant and Pead, 30, Great George-street, Westminster, Parliamentary Agents.

Dumfries, Lochmaben and Lockerby Junction Railway.

(Incorporation of Company; Construction of Railway from Dumfries by Lochmaben to the Caledonian Railway at Lockerby; Power to Glasgow and South-Western and Caledonian Railway Companies to Raise and Contribute Money; hold Shares, and Work Line; Power to Use Certain Parts of the Glasgow and South-Western Railway, and the Caledonian 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, to incorporate a Company with powers to make and maintain a railway, with all proper works and conveniences connected therewith; commencing by a junction with the Glasgow and South-Western Railway, at or near the north or north-east end of the passenger station of that railway at the town of Dumfries, and terminating by a junction with the Caledonian Railway, at or near the north end of the Lockerby station on that line, in the parish of Dryfesdale, and county of Dumfries, which proposed railway and works connected therewith will be situate in or will pass from, through, or into the parishes and places following, or some of them, that is to say—the parishes of Dumfries, St. Mary's Dumfries, Kirkmahoe, Tinwald, Lochmaben, and Dryfesdale; and the Royal Burghs of Dumfries and Lochmaben, all in the county of Dumfries.

And notice is farther given, that duplicate plans and sections describing the line, situation, and levels of the said intended railway, and the lands, houses, and other property through which the same is intended to be made, and within the limits of deviation as defined on the said plans, or which may be required to be taken for the purpose of 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 such lands, houses and property, and a published map to a scale of not less than half an inch to a mile, with the line of the proposed railway delineated thereon, so as to show its general course and direction, and a copy of this notice as published in the Edinburgh Gazette, will, on or before the thirtieth day of November current, be deposited for public inspection in the office, at Dumfries, of the principal sheriff clerk of the county of Dumfries, and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes, and to the Royal Burghs before specified respectively, with a copy of this notice as published in the Edinburgh Gazette,

will also on or before the thirtieth day of November current be deposited for public inspection with the schoolmaster, or if there be no schoolmaster, with the session clerk of each such parish, at the usual place of abode of such schoolmaster or session clerk, and with the town clerks of the said Royal Burghs of Dumfries and Lochmaben, at their respective offices in Dumfries and Lochmaben.

And notice is farther given that it is intended by the said Bill to apply for power to deviate in the construction of the said proposed railway from the line 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, and gas and water pipes, so far as may be necessary or expedient for the purpose of making, maintaining, and using the said railway, or of any of the works and conveniences connected therewith.

And it is farther intended by the said Bill to empower the Company so to be incorporated to purchase compulsorily and otherwise the lands, houses, and other property required for the purposes aforesaid, to raise money by the creation and issue of shares, and by borrowing upon bond or mortgage; to fund the money so borrowed or authorised to be borrowed; to convey passengers, goods, and other traffic on the said intended railway, and the railways communicating therewith; to levy tolls, rates and charges for the use of the said intended railway 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 farther intended by the said Bill to empower the Company proposed to be incorporated as aforesaid, and the owners of, and other parties interested in the lands required for the said intended railway and works, and any other companies, corporations, commissioners, trustees, or 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 in property, feu, lease in perpetuity, or otherwise, at such price, feu duty, ground annual, or rent, or for such consideration in shares, mortgages, or bonds of the said Company, or otherwise, as may be fixed upon, and for the acquisition, purchase, commutation, or extinction of any duties, customs, or other payments, and rights or privileges which may affect or be affected by the construction, maintenance, or use of the said intended railway and works.

And it is farther intended by the said Bill to empower the magistrates and town councils of the royal burghs of Dumfries and Lochmaben, respectively, or other parties interested, to make and carry into effect such arrangements with the Company to be incorporated by the said Bill as may be mutually agreed upon in relation to the dues and customs leviable by the said magistrates and town councils, or other parties interested, upon goods, matters, and things passing upon the said intended railway, from or through the said royal burghs respectively; and to lease such dues and customs to the said Company, or to compound the same for the payment of a fixed or annual sum, and also to enable the said Company to make and carry into effect such arrangements.

And it is farther intended by the said Bill to empower the Glasgow and South-Western Railway Company, and the Caledonian Railway Company, or either of these Companies by themselves, or

others on their behalf, to subscribe and contribute towards the expense of the construction, maintenance and working of the said proposed railway and relative works, and to purchase, take, and hold shares in the Company to be incorporated as aforesaid, and to apply any funds which they respectively now have, or may have, power to raise, to these purposes, and also, if necessary, to raise additional capital for these purposes, by the creation and issue of new shares or stock in their undertakings respectively, with such guarantee or priority of dividend, or other privileges, if any, as may be thought expedient, and by borrowing on mortgage or bond, or by one or other of these means, and to fund the amount so borrowed or authorised to be borrowed.

And it is farther intended by the said Bill, to empower the Glasgow and South-Western Railway Company, and the Caledonian Railway Company, or either of these Companies separately, and the Company to be incorporated as aforesaid, to enter into agreements in relation to the maintenance and management of the said proposed railway, the appointment of directors thereof, the use of and working of the traffic upon the respective railways of the Companies, parties to such agreement, and the fixing, collection, and apportionment of the tolls, rates, and charges to be levied in respect of such traffic; and also to enable the said railway companies, or either of them, and the intended Company, to enter into arrangements for the construction, maintenance, and joint use of stations and other conveniences, at or near the points where the intended railway joins the respective lines of the said Companies; and also to enable the said Companies respectively and the intended Company to contribute to the expense of constructing, maintaining, or working the said joint stations, on such terms as may be agreed upon, or as shall be fixed by the said Bill; and it is intended to confirm any agreements which may have been or may be entered into for effecting the objects aforesaid, or otherwise, in relation thereto; and also to provide for and regulate the aforesaid matters, or some of them, by the said Bill; and it is further intended by the said Bill, to enable the intended Company, and all other companies or persons, lawfully using their undertaking, to work and use with their respective engines and carriages so much of the Glasgow and South-Western Railway (including the stations on that railway at the town of Dumfries) as lies betwixt the bridge over the railway on the road from Dumfries to Moffat and the bridge under the railway on the New Cattle Road from Saint Michael-street, Dumfries, to MILDAMHEAD. And also to enable the said intended Company and all others using their undertaking as aforesaid, to work and use in like manner so much of the railway of the Caledonian Railway as lies within eight hundred yards on either side of the point where the railway is intended to join the Caledonian Railway as aforesaid, (including the Lockerby station); and also to use all watering places, cranes, and conveniences of every description belonging to the Companies, and situated on the parts of the respective railways proposed to be used, and that upon payment of such toll, rate or charge, or other consideration as shall be agreed on, or as shall be determined by the said Bill; and it is intended to alter, reduce, and vary the tolls and rates and charges authorised to be levied by the Glasgow and South-Western and Caledonian Railway Companies on their respective undertakings, and to enable the intended Company to levy tolls, rates, and charges on the parts of the Glasgow and South-Western and Caledonian Railways to be worked and used as aforesaid,

And also to enable the said intended Company

to sell or lease the undertaking to or to amalgamate the same with the said Glasgow and South-Western and Caledonian Railway Companies, or either of them, and to enable the said Companies, or either of them, to purchase, lease, or amalgamate with the said undertaking.

And for these purposes it is intended by the said Bill to alter and amend "The Glasgow and South-Western Railway Consolidation Act, 1855," and the several other Acts relating to the Glasgow and South-Western Railway Company, passed respectively in the nineteenth and twentieth, and in the twentieth and twenty-first, and in the twenty-first and twenty-second, and in the twenty-second and twenty-third years of the reign of her present Majesty; and also 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 any other Act or Acts relating to either of these Companies.

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 23rd day of December next.

Dated this tenth day of November, 1859.

T. and J. M'Gowan, Dumfries;
Dodds and Greig, 18, Abingdon-street,
Westminster, Parliamentary Agents.

Cardiff Water Works.

(Construction of New Works.—Purchase of Land. Extension of District.—Raising Further Money, and Amendment of Act.)

NOTICE is hereby given, that application will be made to Parliament by the Cardiff Waterworks Company (hereinafter called the Company), in the ensuing session, for leave to bring in a Bill to authorise the Company to supply water for domestic use and public purposes, and also for the purposes of trade and all other purposes for which it may be required, to the several parishes, townships, and extra-parochial or other places of Saint John the Baptist, Cardiff, Saint Mary, Cardiff, Roath, Lisvane, Lanishen, Lanedarn, otherwise Lanedern, Whitechurch, Llandaff, Leckwith, Llandough, Cogan, Penarth, and so much of the parishes of Michaelston-le-Pit, and Saint Andrews, as lie on the eastern side of Dinas Powis Brook, all in the county of Glamorgan; and to enable the Company to construct and maintain the works and effect the objects and purposes hereinafter mentioned, or some of them, that is to say:

To acquire the right to take, use, and appropriate for the purposes of the undertaking, the waters of certain streams called Nant Dulas, Nant Mawr, Lanishen Brook and Roath Brook, and their tributaries, the waters of which ultimately fall into the river Rumney, in the county of Glamorgan; and which streams, at the points at which the waters will be taken, are situate in or pass through the parishes of Lanedarn, otherwise Lanedern, Lisvane, and Lanishen, or some or one of them, in the said county; and also to take water from such other streams and springs as shall be found within the limits of deviation to be marked on the plans hereinafter mentioned, and

also from the river Ely, and from such other streams and springs from which the Company have acquired, or shall acquire, any right to take water by agreement or otherwise, under the powers of the said Bill, or under the Cardiff Waterworks Act, 1853, or otherwise howsoever.

To construct and maintain an aqueduct or aqueducts, commencing in a tributary of the said stream, called Nant Dulas, dividing the parishes of Lisvane and Lanedarn at a point 250 yards or thereabouts, above Lisvane Mill in a north-easterly direction, and terminating in the parish of Lisvane, near the south-western corner of a garden in the occupation of William Brain, all in the parishes of Lisvane and Lanedarn, otherwise Lanedern, in the county of Glamorgan.

To construct and maintain an aqueduct or aqueducts, commencing in a tributary of the said stream, called Nant Dulas, near the said south-western corner of the said garden, in the occupation of the said William Brain, in the parish of Lisvane, and terminating in the same parish, in a reservoir intended to be constructed hereinafter, described and hereinafter called the Lisvane Reservoir, at a point about 220 yards south-westerly from a cottage and garden called Der-y-deon, in or near a certain field belonging to Lord Tredegar, in the occupation of Edward Langley, all in the parish of Lisvane, in the county of Glamorgan.

To construct and maintain an aqueduct or aqueducts, commencing in a certain stream commonly called Lanishen Brook, at about 100 yards to the northward of the Church Inn, at Lanishen, and terminating in the said stream, called Nant Mawr, at a point about 800 yards along the course of the said stream below Lanishen Mill, all in the parishes of Lanishen and Lisvane, or one of them, in the county of Glamorgan.

To construct and maintain an aqueduct or aqueducts, commencing in the said stream, called Nant Mawr, at the last-mentioned point below Lanishen Mill, and terminating in the said intended Lisvane Reservoir, at a point 100 yards or thereabouts, in an easterly direction from the said last-mentioned point, in the said last-mentioned stream, all in the parishes of Lanishen and Lisvane, or one of them, in the county of Glamorgan.

To construct and maintain a reservoir (in this notice called the Lisvane Reservoir), with works and conveniences connected therewith, on certain lands respectively belonging to the trustees of the Marquis of Bute and Lord Tredegar, the eastern side of which intended reservoir commences in a field about 200 yards south-west of Der-y-deon aforesaid, in the tenure or occupation of Edward Langley, and the west side thereof terminates at about 100 yards eastward of the said stream called Nant Mawr, which said reservoir and works will be situate in the parishes of Lanishen and Lisvane, in the said county of Glamorgan.

To construct and maintain an aqueduct or aqueducts, commencing in the said intended Lisvane Reservoir at the south-west corner thereof, in the parish of Lanishen, and terminating by a junction with the pipes of the Company already laid down in Duke-street, in the parish of Saint John the Baptist, Cardiff, and passing into or through the parishes or places of Lanishen, Llandaff, Roath, and Saint John the Baptist, Cardiff, or some of them, all in the county of Glamorgan.

To construct and maintain a drain, commencing at Lanishen House Farm, in the occupation of Samuel Wride, and terminating at or near the bridge over Lanishen Brook, near to the Church Inn, Lanishen, all in the parish of Lanishen, in the county of Glamorgan.

To construct and maintain a drain commencing at or near Lanishen Mill, and terminating in the said stream called Nant Mawr, at a point 800 yards along the course of such stream below the said Lanishen Mill, all in the parishes of Lanishen and Lisvane, or one of them, in the county of Glamorgan.

To construct and maintain a drain, commencing at or near a certain farm-house, called Ty-llwyd, in the occupation of Edward Langley, and terminating by a junction with the said last-mentioned drain from Lanishen Mill at or near a bridge over the said Nant Mawr stream where it crosses the road from Lisvane to Lanishen, all in the parishes of Lisvane and Lanishen, in the county of Glamorgan.

To construct and maintain a drain, commencing at or near a certain house, called Berth Llwyd, in the occupation of Elizabeth Griffiths, and terminating in a tributary of Nant Dulas stream, at or near the south-west corner of the said garden, in the occupation of the said William Brain, all in the parish of Lisvane, in the county of Glamorgan.

To purchase compulsorily a certain water-mill, called Lisvane Mill, in the occupation of John Edmunds, in the parish of Lisvane, in the county of Glamorgan, and the water rights, lands, tenements, rights, easements, and appurtenances thereto belonging or usually occupied or enjoyed therewith.

To maintain the pipes and works already laid down and constructed through certain lands in the occupation of Griffith David, from the Company's pumping works, near Ely Mill, to the road leading to Ely Bridge, all in the parish of Llandaff, and from time to time to repair the same, and make additions thereto and alterations therein, or to lay down and construct such other pipes and works in lieu thereof as the Company deem necessary or proper, and compulsorily to purchase land along the course of and adjoining such pipes.

To construct and maintain an aqueduct or aqueducts, commencing by a junction or junctions with the pipe or pipes of the Company in the road near the southern end of Ely Bridge, in the parish of Llandaff, and terminating by a junction with the pipe or pipes of the Company in land, in the occupation of William Williams, near the River Ely, all in the parish of Llandaff, and to maintain the pipe or pipes already laid down between the point where the pipe or pipes of the Company leave the said road near the southern end of Ely Bridge, and the point where such pipe or pipes, after passing under the South Wales Railway, again enter the road leading from Ely Bridge to Cardiff, and from time to time to repair, renew, and alter such pipe or pipes between such last-mentioned points and to lay down other pipe or pipes in lieu thereof, or in addition thereto, and compulsorily to purchase land along and adjoining the course of such pipe or pipes between such points, all in the parish of Llandaff.

To construct and maintain an aqueduct or aqueducts commencing at a certain reservoir lately constructed by the Company at Cogan Pill Farm, in the parish of Llandough, hereinafter called the Cogan Pill Reservoir, and terminating in a certain reservoir hereinafter described, intended to be constructed near the road leading from Leckwith to Dinas Powis, and hereinafter called the Llandough Reservoir, all in the parish of Llandough, in the county of Glamorgan.

To construct and maintain a reservoir (in this notice called the Llandough Reservoir), with works and conveniences connected therewith, in a field in the occupation of Thomas Rees, near the said road, leading from Leckwith to Dinas Powis,

and about 600 yards westward of Llandough Church, all in the parish of Llandough, in the county of Glamorgan.

To construct and maintain an aqueduct or aqueducts, commencing at or near the said reservoir at Cogan Pill Farm, in the parish of Llandough, passing through or into the parishes of Llandough, Cogan, and Penarth, and terminating in the parish of Penarth, near Penarth Church, and to maintain any pipes already laid down by the Company between the said Cogan Pill Reservoir and Penarth, or substitute others in lieu thereof, and from time to time to make alterations therein or additions thereto.

To maintain the said Cogan Pill Reservoir in the parish of Llandough, and all pipes and works laid down and constructed by the Company, in the parishes of Llandough, Cogan, and Leckwith, between the Cogan Pill Reservoir and the pipes of the Company in Grange Town, in the parish of Llandaff, and all other works of the Company, and from time to time to repair the same, and make additions thereto and alterations therein, and to substitute other pipes and works in lieu thereof, as the Company may deem necessary.

To compulsorily purchase land adjoining, and near to the north-western side of the weir and waste watercourse of Ely Mill, in the parish of Llandaff, belonging or reputed to belong to William Sheward Cartwright, and intended to be defined on the plans hereinafter referred to.

To construct and maintain all such engines, engine-houses, roads, ways, tanks, filters, culverts, cuts, drains, stand pipes, main pipes, service pipes, and 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 supplying water to the several parishes, townships, and other places aforesaid, and for more conveniently using, draining, and cleansing the several works hereinbefore mentioned, and for extinguishing fires, watering streets, flushing sewers, supplying shipping, and all other public and private purposes.

To purchase by compulsion and by agreement, lands, tenements, houses, messuages, springs, streams, mills, waters, and hereditaments, or to take leases of the same, and to acquire any easement, liberty, power, or authority, in or over the same for the purposes of the undertaking of the Company, and to alter, vary, or extinguish all or any rights or privileges, which might in any manner interfere with the objects and purposes of the said Bill, and to confer other rights and privileges.

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

To amend the "Cardiff Waterworks Act, 1853," and to alter and repeal some of the provisions thereof, or wholly to repeal the same Act, and re-enact all or some of the provisions thereof, and consolidate the same with the provisions of the said Bill.

To levy and receive tolls, rates, rents, duties, and charges, as well for the supply of water as for the use or hire of meters, and to alter the existing tolls, rates, rents, duties, or charges, authorized to be received by the Company, and confer, vary, or extinguish any exemptions from the payment of tolls, rates, rents, duties, or charges, and to confer, vary, or extinguish other rights and privileges, and to supply water for trading, manufacturing,

and other purposes, at such prices as may be agreed upon.

To raise further money by the issue of new shares or stock, and by borrowing on mortgage or bond.

To incorporate with the said Bill all or some of the provisions of "The Lands Clauses Consolidation Act, 1845," "The Company's Clauses Consolidation Act, 1845," and "The Waterworks Clauses Act, 1847."

To insert in the Bill all such provisions as are usually inserted in Bills of the like nature, or as may be thought convenient or proper for carrying out the objects and purposes of the said intended Bill.

And notice is hereby given, that duplicate plans showing the line or situation of the works intended to be made or maintained, and the lands in or through which the same will be made or maintained, and describing the lands, houses, and property which are intended to be purchased and taken, and also duplicate sections showing the levels of those works, with a book of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of lands, houses, and property which may be taken under the powers of the said Bill, and also a copy of this notice as published in the London Gazette, will, on or before the 30th day of November, 1859, be deposited for public inspection at the office of the Clerk of the Peace for the county of Glamorgan, at Cardiff aforesaid, and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference, as relates to each of the parishes in or through which the said intended works will be made, maintained, or pass, and the lands, houses, and property intended to be purchased and taken, are situate, with a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining such extra-parochial place, at his residence.

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, 1859.

Dated this 9th day of November, 1859.

Bell, Steward, and Lloyd, 49, Lincoln's-Inn Fields, London.

Bedford and Cambridge Railway.

(Incorporation of Company for making Railways from the London and North-Western Railway at Bedford to join the Great Northern Railway at Sandy, and the Eastern Counties Railway at Cambridge; Arrangements with Eastern Counties Railway Company; Powers to London and North-Western Railway to enter into Arrangements as to Traffic, and subscribe towards Capital.)

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 referred to as "The Company") for making and maintaining the railways hereinafter mentioned, or some or one of them, with all proper and necessary stations, works, and conveniences connected therewith respectively, (that is to say):

A railway in extension to the Bletchley and Bedford Branch or line of the London and North-Western Railway, and commencing by a junction

therewith in or near the Bedford passenger station of the last-mentioned railway, in the parish of Saint Mary, in the town and county of Bedford, passing thence through, or into the parishes, townships, and extra-parochial or other places following, or some of them, (that is to say): Saint Mary and Saint John the Baptist in the town of Bedford, Goldington, Feelake, Harrowden, East-cotts, Cardington, Cople, Willington, Muggershanger or Moggerhanger, Carlton or Charlton, South Mills, Blunham, Girtford, Sandy, Stratford-in-Sandy, Biggleswade, Sutton, Potton, and Cockayne Hatley, all in the county of Bedford; and Gamlingay, Woodbury-in-Gamlingay, Hatley-Saint-George, East Hatley, Little Gransden, Croydon, Long Stow, Arrington, Bourn, Caldecot, Kingston, Kingston Stones, Toft, Great Eversden and Little Eversden, Harlton, Comberton, Barton, Haslingfield, Hauxton, Great Shelford, Granchester or Grantchester, and Trumpington, in the county of Cambridge; and Saint Andrew-the-Less and Saint Mary-the-Less, in the town of Cambridge, in the county of Cambridge; and terminating by a junction with the Eastern Counties Railway, at or near a certain bridge over the said last-mentioned railway, in the said parish of Saint Andrew-the-Less, in the town of Cambridge, in the county of Cambridge, which bridge is situate at or near a point on the main line of the said Eastern Counties Railway, distant fifty-seven miles two furlongs or thereabouts, as measured from London: Also two short diverging lines of railway to connect the intended railway hereinbefore described with the Great Northern Railway, one of which diverging lines will commence from and out of the said intended railway at or near a point situate about thirty chains to the east of the New Inn on the road from Saint Neots to Sandy, and will terminate by a junction with the Great Northern Railway at or about a point thereon distant forty-five miles as measured from London; and the other of such diverging lines will commence from and out of the said intended railway at or about a point distant six chains or thereabouts to the south of the Sandy station of the Great Northern Railway, and will terminate by a junction with the Great Northern Railway at or about a point thereon distant forty-three miles and seven furlongs, as measured from London, both which said diverging lines will be situate wholly within the said parish of Sandy:

And it is also proposed by the said intended Act to authorize the Company to purchase, by compulsion or otherwise, or to take on lease, or rent, the existing railway or tramway between Potton and the Great Northern Railway, in the parishes of Sandy and Potton aforesaid, and to appropriate and adapt the same for the purposes of or in connection with the said intended railways and works:

And it is proposed by the said intended Act to take power to stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads, streets, rivers, streams, sewers, pipes, canals, navigations, bridges, and railways as it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended railways and works, or any of them, to purchase lands, houses, and other property, compulsorily or otherwise, and to vary or extinguish all existing rights and privileges appertaining to such lands, houses, and other property, or which may in any manner interfere with the construction, maintenance, or use of the said intended railways and works; and also to levy tolls, rates, and duties upon or in respect of the said intended railways and works, and to confer, vary, or extinguish

exemptions from the payment of tolls, rates, and duties:

And it is also proposed by the said intended Act to enable the London and North-Western Railway Company to subscribe towards and become shareholders in the undertaking of the Company, and to apply their corporate funds to such purpose, and to appoint directors and to vote at meetings of the Company, and also to enable the said London and North-Western Railway Company, and also the Eastern Counties Railway Company, or either of them, to enter into and carry into effect contracts and agreements for working the traffic upon the proposed railways with their engines and carriages, and with respect to the interchange and forwarding of traffic, and with respect to the user of their respective stations at Bedford and Cambridge respectively, or either of them, and for the division and apportionment of the tolls and profits arising from such traffic:

And it is also proposed, so far as it may be necessary or expedient so to do, to alter, amend, extend, vary, or repeal some or any of the provisions of the several Acts of Parliament hereinafter mentioned, relating to the London and North-Western Railway Company (that is to say): the Acts local and personal, Acts 8 and 9 Vic., caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vic., cap. 67; 9 and 10 Vic. caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vic. caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vic., caps. 58; 60, and 130; 12 and 13 Vic., cap. 74; 13 and 14 Vic., cap. 36; 14 Vic., cap. 28; 14 and 15 Vic., cap. 94; 15 Vic., caps. 98 and 105; 16 and 17 Vic., caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vic., caps. 201 and 204; 18 and 19 Vic., caps. 172 and 194; 19 and 20 Vic., caps. 52, 69, and 123; 20 and 21 Vic., caps. 64, 98, and 108; 21 and 22 Vic., cap. 131; and 22 and 23 Vic., caps. 2, 88, 113, and 126: and also of the several Acts relating to the Eastern Counties Railway Company (that is to say): local and personal Acts 6 and 7 Will. 4, caps. 103 and 106; 1 and 2 Vic., cap. 81; 2 and 3 Vic., caps. 77 and 78; 3 Vic., cap. 52; 4 Vic., caps. 14 and 24; 4 and 5 Vic., cap. 42; 6 Vic., cap. 28; 7 Vic., caps. 19, 20, and 35; 7 and 8 Vic., caps. 62 and 71; 8 and 9 Vic., caps. 85, 110, and 201; 9 Vic., cap. 52; 9 and 10 Vic., caps. 258, 356, 357, and 367; 10 and 11 Vic., caps. 12, 13, 20, 92, 156, 157, and 158; 15 Vic., caps. 30, 33, 51, 65, 84, and 108; 16 and 17 Vic., caps. 87 and 117; 17 and 18 Vic., caps. 153 and 220; 19 and 20 Vic., caps. 51, 15, and 76; and 21 and 22 Vic., cap. 99:

And notice is hereby further given, that plans and sections showing the direction, line, 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, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and property, and also a published map with the said intended lines 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, one thousand eight hundred and fifty-nine, be deposited for public inspection with the Clerk of the Peace for the county of Bedford, at his office in Bedford, and with the Clerk of the Peace for the county of Cambridge, at his office in Cambridge; and that copies of so much of the said plans, sections, and books of reference, as

relate to the several parishes and extra-parochial places in or through which the said intended railways and works are proposed to be made, together with a copy of this notice, as published in the "London Gazette," will, on or before the said thirtieth day of November, one thousand eight hundred and fifty-nine, be deposited as follows: viz., in the case of parishes, with the clerks of such parishes respectively, at their respective places of abode; and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place:

And notice is hereby lastly given, that printed copies of the proposed 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, on or before the 23rd day of December, in the present year.

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

P. H. Lawrence, 6, Lincoln's-
inn-fields, London,
Turnley and Sharman, Bed-
ford,
William Smith, Potton, } Solicitors.

The Beauchamp Almshouses.

(Purchase of Newland Advowson; Repair, Enlargement, or Rebuilding of the Church of Newland by the Trustees; Confirmation of Scheme.)

NOTICE is hereby given, that it is intended in the ensuing session to apply to Parliament for an Act for the following purposes, or some of them, (that is to say):—

To enable the trustees of the almshouse charity, created by the will of the late Earl of Beauchamp, appointed by a scheme, which was confirmed by an order of the Court of Chancery, bearing date the 26th day of March, 1859, and made in the causes of *Philpott v. St. George's Hospital*, and *Attorney General v. Philpott*, to purchase the Advowson of Newland, in the county of Worcester, out of the funds of the charity, and after such purchase shall have been made, to repair and enlarge or rebuild, at the expence of the charity, the church of Newland aforesaid, so as to make the same available as a place of worship for the almspeople, for the time being inhabiting the almshouses, to be erected under the said scheme, and to be called the "Beauchamp Almshouses."

To confirm or alter the said scheme, in the respects aforesaid, and carry the objects and purposes thereof into effect.

To make arrangements respecting the Incumbency of Newland and the Chaplaincy of the said almshouses.

To enable the said Court to make such orders, relating to the matters aforesaid, as it may think expedient.

On or before the 23rd day of December next, printed 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 the 12th day of November, 1859.

Westmacott and F. W. Blake, 28, John-
street, Bedford-row.

J. P. Fearon, 21, Great George-street,
Westminster.

Saint George's Harbour Company.

(Additional Capital, Levying of Tolls, Construction of Pier or Breakwater, and other Works, Lease or Sale of Railway, Amendment of Acts.)

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

To empower the Saint George's Harbour Company to make and maintain the following additional Works, or some of them, namely :—

A pier, or breakwater, commencing at a point on the shore, near to or adjoining the Saint George's Pier, or landing stage, at present constructed in the parish of Llandudno, in the county of Carnarvon, and running into the sea in a north-westerly direction, together with all necessary approaches, embankments, stairs, sluices, cuts, drains, and other works connected therewith.

To purchase, by compulsion or otherwise, lands, houses, and hereditaments necessary for the proposed works ; to stop up, alter, or divert, temporarily or permanently, any turnpike or other roads, highways, channels, or water-courses within the said parish, as may be necessary for the construction of the said works, and to confer, vary, or extinguish any exemptions or other rights or privileges necessary for the construction of the same.

To levy tolls, rates, and duties in respect of the said undertaking, or any part thereof.

To enable and authorise the said St. George's Harbour Company to sell or lease to the London and North-Western Railway Company the railway undertaking or undertakings of the said Company, as authorised and constructed in virtue of the " St. George's Harbour Act, 1853," and the " St. George's Harbour Act, 1855," and, if expedient and authorised by Parliament, the undertaking to be constructed in virtue of the said intended Act, or to any other railway Company or person or persons willing to accept such purchase or lease, and to enable the said London and North-Western Railway Company, or other railway Company, or person or persons, to accept of such purchase or lease upon such terms and conditions as may be mutually agreed upon between the said Companies and persons respectively, or as Parliament may fix and determine in the said intended Act, and upon the completion of such sale, purchase, or lease, to vest in the Company or persons leasing or purchasing all the powers, privileges, and authorities conferred upon, or belonging to, the said St. George's Harbour Company.

And for effecting the purposes aforesaid, power will be taken in the said Act for enabling the St. George's Harbour Company and the London and North-Western Railway Company respectively to raise additional capital, and that either by the creation of new shares, or borrowing by mortgage, bond, or debenture, in such manner and with such privilege in priority in the payment of interest or dividends as may be necessary for effecting the purposes aforesaid, or any of them, and as Parliament may sanction under the said Act, and further, if necessary, to enable the St. George's Harbour Company to raise additional capital in like manner in respect of the works already constructed by them, and which may have exceeded in amount the original estimated expenses thereof.

And with the said intended Act will be incorporated the powers and provisions of " The Companies Clauses Consolidation Act, 1845 ;" " The Lands Clauses Consolidation Act, 1845 ;" " The

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Railway Clauses Consolidation Act, 1845 ;" and " The Harbour, Docks, and Piers Clauses Act, 1847," or some of them.

And so far as necessary for effecting the purposes aforesaid, or some of them, power will be taken to amend, alter, and enlarge " The St. George's Harbour Act, 1853 ;" and " The St. George's Harbour Act Amendment, 1855 ;" and also the following local and personal Acts relating to the London and North-Western Railway Company, or some of them, namely :—Local and personal Acts, 8 and 9 Vict., caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198 ; 9 Vic., cap. 67 ; 9 and 10 Vic., caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396 ; 10 and 11 Vic., caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294 ; 11 and 12 Vic., caps. 58, 60, and 130 ; 12 and 13 Vic., cap. 74 ; 13 and 14 Vic., cap. 36 ; 14 Vic., cap. 28 ; 14 and 15 Vic., cap. 94 ; 15 Vic., caps. 98 and 105 ; 16 and 17 Vic., caps. 97, 110, 157, 160, 161, 205, 216, and 222 ; 17 and 18 Vic., caps. 201 and 204 ; 18 and 19 Vic., caps. 172 and 194 ; 19 and 20 Vic., caps. 52, 69, and 123 ; 20 and 21 Vic., caps. 64, 98, and 108 ; 21 and 22 Vic., cap. 131 ; 22 and 23 Vic., caps. 2, 88, and 113.

And notice is hereby further given, that duplicate plans and sections of the said intended undertaking, and of the lands and houses in or through which the same will pass, together with books of reference containing the names of the owners, lessees, and occupiers of such lands and houses, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited with the Clerk of the Peace for the county of Carnarvon, at his office in Carnarvon ; and on or before the said 30th of November, a copy of so much of the said plans and books of reference as relates to the said parish in or through which the works will be made, and a copy of the said Gazette notice will be deposited 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 said intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1859.

G. A. Crawley and Son, Solicitors for the Bill, 20, Whitehall-place, Westminster.

Holmes and Co., Parliamentary Agents, 18, Abingdon-street, Westminster.

Hungerford Market and Charing Cross Bridge Companies.

(Transfer of Powers as to Tolls and Wharfage Dues and Wharfs, &c., to Charing Cross Railway Company, and Exercise by that Company of those Powers ; Sale or Amalgamation to or with that Company ; Transfer of all other Powers to that Company ; Power to that Company to Lease Tolls, &c. ; Power to that Company to apply existing Capital and to raise Additional Capital ; Powers to regulate Capital of that Company ; Confirmation of Agreements ; Alteration of existing Tolls ; Dissolution of Market and Bridge Companies ; Repeal or 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 authorize the Hungerford Market Company and the Charing Cross Bridge Company, or either

of them, to sell and transfer to the Charing Cross Railway Company, the tolls, dues, rates, duties, stallages, and rents, and the wharfs, landing places, slips, jetties, and causeways, and all other the rights, advantages, powers, privileges, authorities, interests, estates, and easements whatsoever, vested in or belonging, and either separately or jointly, to the two first-named Companies, or either of them, or arising out of the undertakings of those Companies, or either of them, or which they either jointly or separately are authorized to demand, hold, exercise, or enjoy, and to sell or transfer the same for such price or consideration, and on such terms and conditions as may have been or may be agreed upon between or on behalf of the two Companies lastly referred to, or either of them, and the Charing Cross Railway Company, or as may be provided for by the intended Act; and to authorize and require the Charing Cross Railway Company to purchase, take, hold, demand, maintain, alter, extend, manage, work, use, and regulate those tolls, dues, rates, duties, stallages, rents, wharfs, landing places, jetties, and causeways, and all other the rights, advantages, powers, privileges, and authorities hereinbefore referred to, and to purchase and take the same for such price or consideration, and upon such terms and conditions as aforesaid.

To authorize the merging, union, consolidation, or amalgamation, either wholly or in part, of the undertakings of the Hungerford Market and Charing Cross Bridge Companies, or either of them, in or with the undertaking of the Charing Cross Railway Company, upon such terms and conditions as may have been or may be agreed upon between the three Companies, or any of them, or as may be determined by or under the provisions of the intended Act.

To transfer to the Charing Cross Railway Company, absolutely and in perpetuity, all or some of the rights, powers, privileges, authorities, duties, and obligations, whether with reference to the taking and levying of tolls, dues, rates, duties, stallages, and rents, or the providing of accommodation for the public, or otherwise, which at the time of effecting such sale, or such merging, or amalgamation may be vested in or may attach to, or might be held or enjoyed by, or obligatory on the Hungerford Market Company and the Charing Cross Bridge Company, or either of them, with reference to their own undertaking respectively; and to vest in, and impose on, the Charing Cross Railway Company, all such other powers and duties as shall be deemed necessary in relation to the future levying by that Company of all such tolls, dues, rates, duties, stallages, and rents as are now authorized to be taken by the Hungerford Market and Charing Cross Bridge Companies, or either of them, or as may be prescribed and authorized by the intended Act, and in relation to the accommodation of the public, and the exercise and performance of all such other rights, powers, privileges, and duties as are or may be in any way incident thereto, or necessary or expedient for carrying into full and complete effect the purposes of the intended Act; and to authorize the Charing Cross Railway Company to lease such tolls, dues, rates, duties, stallages, and rents; and the wharfs, landing-places, and causeways connected therewith, on such terms and conditions and in such manner as may be determined by or under the provisions of the intended Act.

To authorize the Charing Cross Railway Company to apply any of their funds or capital now or hereafter belonging to them, or under the control of their directors, for the expenses of and for the purpose or purposes of the intended Act, and to raise additional funds or capital, either by the

creation of new shares or stock, with or without preference or priority in the payment of dividends or interest, or other special privileges and conditions, or by mortgages or bond, or by granting annuities, or by any of those means, and on such terms and in such manner as Parliament shall direct, for all or any of such expenses and purposes, or any of the objects of the intended Act; and also to authorize the Charing Cross Railway Company to raise money upon all or any of the tolls, dues, rates, duties, stallages, and rents, to be transferred or created by, or which will be authorized to be taken or demanded by the intended Act, and to make any special provisions in that behalf, and also to provide for all or any of the capital and other funds raised for the purpose or purposes of the intended Act, and the expenditure, income, and liabilities of the Charing Cross Railway Company, under the intended Act, being kept distinct from all or any of their capital and other funds, expenditure, income, and liabilities; and also in other respects to regulate the capital and borrowing powers, expenditure, income, and liabilities of the Charing Cross Railway Company.

To confirm and give effect to all or any agreements or arrangements made between or on behalf of the Companies hereinbefore mentioned, or any of them, with reference to all or any of the matters aforesaid.

To provide for the dissolution of the Hungerford Market Company and the Charing Cross Bridge Company, respectively, and the winding up of their affairs respectively.

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

And it is also proposed by the 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 Hungerford Market Company (that is to say), local and personal:—11 Geo. IV, and 1 Will. IV, cap. 70, and 6 and 7 Will. IV, cap. 68: and also the Acts following, or some of them, relating to the Charing Cross Bridge Company (that is to say), local and personal, 6 and 7 Will. IV, cap. 133; 6 Vic, cap. 19; 8 and 9 Vic., cap. 62; 12 and 13 Vic., cap. 51; and 14 and 15 Vic., cap. 144; and also of "The Charing Cross Railway Act, 1859."

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

Fladgate, Clarke, and Finch, 43, Craven-street, Strand;

Wood and France, 8, Falcon-street, Alders-street;

Solicitors to the intended Act.

H. and W. Thobgood, 16, Parliament-street, Westminster, Parliamentary Agents.

Silverdale and Newcastle Railway.

(Power to stop up certain highways and level crossings in Wolstanton; to make New Lines of public highways in lieu thereof; Amendment of Act; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to repeal, alter, amend, and extend some of the powers and provisions of "The Silverdale and Newcastle Railway Act, 1859," and to grant further and additional powers to the owners of

the Silverdale and Newcastle Railway in the said Act, and also in this notice, referred to as the "undertakers," and in particular to confer upon the said undertakers power for all or some of the objects and purposes following, and to insert in the said Bill, all necessary provisions for carrying the same into effect, that is to say, to stop up and discontinue parts of the public highways in the township of Knutton, in the parish of Wolstanton, in the county of Stafford, leading from Wolstanton and Newcastle - under - Lyme to Knutton and Silverdale, referred to or described in section eight of the said Act, and on the plans of the said railway, referred to in the said Act, as deposited with the Clerk of the Peace for the county of Stafford, as numbers 4 and 5 in the said parish of Wolstanton, the part of the said public highway numbered 4 to be so stopped up, commencing at or near the point at which the said two highways meet or unite, at or near the public-house called the Plough Inn, in the occupation of John Brayford, in the said township and parish, and terminating on the east side of the old racecourse, and about ten yards distant therefrom, and at the point at which the said highway number 4 forms a junction with the public highway immediately adjoining such racecourse, in the same township and parish; and the part of the said public highway number 5 to be so stopped up, commencing at or near the point at which the said two highways numbered 4 and 5 meet or unite, at or near the said public-house, called the Plough Inn, in the said township and parish, and terminating on the south-east side of the old racecourse, and about ten yards distant therefrom, at the point at which the said highway number 5 forms a junction with the said public highway, immediately adjoining the said racecourse in the same township and parish, both portions of which said highways so to be stopped up as public highways are situate in the said township and parish, and are delineated on the plans to be deposited as hereinafter mentioned.

To make and construct, in lieu of the said highways so to be stopped up, the new lines of roads or public highways, next hereinafter mentioned, that is to say:—

1. A new line of road or public highway, commencing in the township of Knutton, and parish of Wolstanton, from and out of the said highway, numbered 4, in the said parish of Wolstanton, at the point at which the same forms a junction with the public highway immediately adjoining the said racecourse, and on the east side of the said racecourse, and about ten yards distant therefrom, and passing thence over and through lands belonging to Ralph Sneyd, Esquire, the Trustees of Newcastle - under - Lyme Grammar School, and others; and also passing in its course the Silverdale and Newcastle Railway by a bridge, and terminating in the township of Penkhill, in the parish of Stoke-upon-Trent, in the said county of Stafford, by a junction with the Newcastle-under-Lyme and Nantwich turnpike-road, at or near the town of Newcastle-under-Lyme, at a point called the Pool Dam, and at the south-east corner thereof, and the whole of which new road, firstly hereinbefore described, will be situate in the said township of Knutton, and parish of Wolstanton, and in the said township of Penkhill, and parish of Stoke-upon-Trent.

2. A new line of road or public highway, commencing in the said township of Knutton, and parish of Wolstanton, from and out of the said public highway, numbered 4 in the said parish of Wolstanton, at the point at which the same abuts upon the south-east corner of a close of land

belonging to John Bill, Esquire, and in the occupation of Mr. William Lawton, and about eighty yards distant from the said public-house called the Plough Inn, and passing thence over and through lands belonging to the said John Bill and Ralph Sneyd, and also crossing in its course the Silverdale and Newcastle Railway by a bridge, and terminating in the same township and parish by a junction with the said highway immediately adjoining the said racecourse, and on the east side of such racecourse, and about ten yards distant therefrom, which point of junction is also the point of junction with the proposed new road, firstly hereinbefore described, and the whole of which new road, secondly hereinbefore described, will be situate in the said township of Knutton, and parish of Wolstanton.

To interfere with the Silverdale and Newcastle Railway, and any of the sidings and works thereof, so far as may be necessary for the purpose of constructing any bridges over or under the same for the purpose of the said new roads; and upon the completion of the said bridges and new roads, or one of them, and opening of the same for public traffic, to discontinue the level crossings of the said railway over the said highways, numbers 4 and 5, authorized by the said Act, or one of them; and either wholly to stop up such crossings, or one of them, or to permit the same, or one of them, and the whole, or any part of the highways connected therewith, to be used as occupation roads only for the convenience of the adjoining lands opening into the same.

To exonerate the said township of Knutton, in the said parish of Wolstanton, and the highway rates thereof from the maintenance and repair of the said parts of highway so to be stopped up, and to subject the said township, and the highway rates thereof, to the maintenance and repair of the said intended new roads and bridges, and the works and approaches connected therewith, or of such parts thereof, as are in that township, and to subject the said township of Penkhill, in the said parish of Stoke-upon-Trent, and the highway rates thereof, to the maintenance and repair of the other parts thereof, in that township, or to subject other the townships, parishes, districts, or places, and the highway rates thereof respectively, which would now be liable and applicable to the repairs of the said new roads, if the same were now existing, as common public highways.

To deviate from the lines of the new roads to such extent as will be laid down on the plans thereof, to be deposited as hereinafter mentioned.

To deviate from the lines of the said new roads, and to cross, break up, alter, or stop up, either temporarily or permanently, any roads, highways, footpaths, streams, and other works in the said townships of Knutton and Penkhill, and in the said parishes of Wolstanton and Stoke-upon-Trent, or either of them, or any part thereof respectively which it may be necessary to cross, break up, alter, or stop up, for the purposes to be authorised by the said Bill, and to purchase, by compulsion or otherwise, any lands or houses, which may be required for the purposes of the said new roads, or connected therewith, or any roads, highways, footpaths, streams, and other works which may be interfered with by the said new roads, or otherwise, under the powers of the said Bill.

To vary, repeal, or extinguish all existing rights, privileges, or exemptions in any manner connected with the lands or houses to be taken or used for the said new roads, or connected with the said highways to be stopped up, which would in any manner interfere with the construction, maintenance, or use of the said new roads, or with the

stopping up of any portion of the said highways, or either of them, so proposed to be stopped up, and to authorize the application of any part of the site of the said highways so to be stopped up, to any of the purposes to be authorised by the said Bill.

To enable any tenants for life, or other persons having limited interests, or under any incapacity, to sell lands required for the purposes of the said new roads, and to make any such sales binding upon all persons having any present, future, or contingent or other interests in the said lands.

To extend the time by the said Act limited for the maintenance of the several level crossings over the said highways, numbered 4 and 5 thereby authorised; and also to extend the time by the said Act limited for making the diverted line of road in the proviso to section ten of the said Act referred to; and to repeal, vary, or alter and extend any of the provisions of the said Act which it may be necessary to alter in consequence of any such extension of time as aforesaid, or which refer to the said public highways numbered 4 and 5 on the said plan, or either of them, or to the maintenance of stations or lodges at the level crossings on such roads, or either of them.

To confer upon the said undertakers, and make applicable to the objects of the said Bill, all or some of the powers and provisions of "The Commissioners Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Railways Clauses Consolidation Act, 1845," and all other necessary powers and provisions.

On or before the thirtieth day of November in the present year, duplicate plans and sections of the said highways to be stopped up, and of the said intended new roads, and of the lands to be taken for the purposes thereof, together with a book of reference to such plan, 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 in Stafford, in the same county; and on or before the said thirtieth day of November, a copy of so much of the said plan, section, and book of reference as relates to each parish in or through which the said intended new roads and works are intended to be made, together with a copy of this notice as published in the London Gazette, will also be deposited with the parish Clerk of each such parish, at his place of abode.

On or before the twenty-third day of December, in the present year, printed copies of the said Bill will be deposited in the Private Bill Office of the House of Commons.

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

Knight and Udall, Newcastle-under-Lyme,
Solicitors for the Bill.

Governesses' Benevolent Institution.

(To alter, amend, or confirm in whole or in part the Charter of Incorporation of the Governesses' Benevolent Institution.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to alter, amend, and confirm the Royal Charter granted by Her present Majesty, incorporating into a body politic and corporate certain persons under the name and style of "The Governesses' Benevolent Institution."

In which Act power will be taken to ratify and confirm in whole or in part the powers and provisions of the said Charter to, and in favor of the said Institution: and in particular such

part or parts thereof as confer power upon the said Institution, to take, hold, receive, or enjoy under the restrictions, or some of them, therein-mentioned lands, messuages, tenements, and hereditaments, notwithstanding the statutes of mortmain or any other restrictions and prohibitions by common law or statute in that behalf made and provided.

And power will also be taken to attach the penalties of misdemeanor, or such other punishment and penalties as may be deemed expedient to, and upon all persons forging or uttering, or being accessory to the forging and uttering of forged certificates or testimonials, with a view of being placed upon the free registry of the said Institution, or of enjoying and being entitled to any other of the benefits and privileges pertaining thereto, or connected therewith.

And further to make such other alterations and amendments in the said charter as may best conduce to the more efficient administration of its affairs, and to the carrying into more complete effect the object and purposes of the said institution.

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

Dated this 21st day of November, 1859.

Fredk. Patey Chappell, 25, Golden-square,
Solicitor for the Bill.

Holmes and Co., Parliamentary Agents,
18, Abingdon Street.

Southampton and Fareham Railway.

(Incorporation of Company for making Railways from Southampton to Fareham; Powers to the London and South Western, and London, Brighton, and South Coast Railway Companies, to subscribe and enter into arrangements; Running Powers over portion of London and South Western Railway.)

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 power to make and maintain the railways hereinafter described, or some part or parts thereof, together with all proper works, stations, approaches, and conveniences connected therewith (that is to say):

A railway commencing at a point on the occupation road belonging to Thomas Chamberlayne, Esq., and occupied by George Hunt, Esq., on the south side of the turnpike-road leading from the floating bridge over the river Itchen to Bursledon, and about midway between the Cliff Hotel and the turnpike-gate to the eastward of the said ferry, in the parish of St. Mary Extra, in the county of Southampton, and terminating by a junction with the London and South Western Railway, at a point thereon, about 680 yards eastward of the Fareham passenger station, and nearly opposite to the south side of Trinity Church, in the parish of Fareham, in the said county, and

A railway commencing from and out of the intended railway before described, at the point where the same is intended to cross Redland-lane, in the parish of Fareham, about 440 yards southward of the junction of the said lane, with the turnpike-road leading from Fareham to Titchfield, and terminating by a junction with the London and South Western Railway, at or near the Fareham passenger station of the last mentioned railway, in the said parish of Fareham, in the county of Southampton, which said proposed railways and works connected therewith, will be situate in, and will

pass from, through, and into the several parishes of St. Mary Extra, Hound, Hamble, Titchfield and Fareham, all in the said county of Southampton.

And notice is further given, that duplicate plans and sections describing the lines, situation, and levels of the said proposed 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 a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and a published map, on a scale of not less than half an inch to a mile, with the line of the proposed railways delineated thereon, so as to show their general course and direction; and a copy of this notice, as published in the *London 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 Southampton, at his office at Winchester, in the said county; and that 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 of the parishes before specified respectively, with a copy of this notice as published in the *London Gazette*, will also be deposited for public inspection with the clerk of each such parish, at his place of abode.

And notice is further given, that it is intended by the said Act to apply for power to deviate in the construction of the said proposed 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 Acts; and also to cross, alter, divert, and stop up, highways, turnpike, and other roads, railways, tramways, bridges, paths, passages, rivers, streams, sewers, water-courses, telegraphic apparatus, and gas and water-pipes, so far as may be necessary or expedient for the purposes of making, maintaining, or using the said railways or any of the works and conveniences connected therewith.

And it is also intended by the said Act to empower the Company so to be incorporated, to purchase compulsorily and otherwise, the lands, houses, and other property required for the purposes aforesaid; to raise money by the creation and issue of shares, and by borrowing on mortgage or bond; to convey passengers, goods, and other traffic on the said proposed railways, and other railways communicating therewith; to levy tolls, rates, and charges for the use of the said intended 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 Act to empower the London and South Western Railway Company, and the London, Brighton, and South Coast Railway Company, or either of such Companies, to subscribe and contribute funds towards the construction and maintenance of the said intended railways and works, or either of them, or any part or parts thereof, and to guarantee such interest, dividends, annual or other payments in respect of the moneys expended in the construction thereof, as may be agreed upon, and to take and hold shares in the capital of the said proposed Company, and to apply to the purposes aforesaid or any of them, any capital or funds now or hereafter belonging to them respectively, or under the control of their respective directors, and if they shall think fit to raise additional money for

those purposes, by the creation of new shares in their respective undertakings, with or without preference or priority, or other rights or privileges; or by mortgage or bond; and also to empower the said proposed Company on the one hand, and the London and South Western Railway Company, and the London, Brighton, and South Coast Railway Company, or either of them, on the other hand, to enter into and carry into effect, any agreements and arrangements with respect to the working, use, management, and maintenance of the said intended railways, or either of them, or any part or parts thereof, and the works connected therewith respectively, and to the payment and contribution by and between the Companies parties to any such agreement or arrangement towards the cost, charges, and expenses of such working, use, management, and maintenance, and with respect to the regulation, and management of the traffic on the said intended railways, and to the tolls or sums of money to be paid by the Companies parties to any such agreement or arrangement for the use of the said intended railways and works, or for the apportionment of the tolls and fares received on the said intended railways and works, or the payment of fixed sums in lieu thereof, and to enable the Companies parties to any such agreement or arrangement, to appoint a joint committee for the carrying into effect any such agreement or arrangements, and to exercise by means of such joint committee or otherwise, such of the rights, powers, and privileges, whether with reference to the levying of tolls, rates, and duties, or otherwise, now or hereafter vested in or belonging to such Companies, or either of them; and all such other rights, powers, and privileges as may be necessary or expedient for more effectually carrying into effect any such agreements or arrangements.

And it is further intended by the said Act to empower the Company so to be incorporated, and all persons and corporations lawfully using the intended railways, or any part thereof, their officers and servants, to run over, work, and use with engines and carriages of every description, and for the purposes of their traffic, upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon, or may be defined by the said Act, or be settled by means to be prescribed by the said Act, so much of the London and South Western Railway as lies between the intended junction therewith of the railway first before described, to the eastward of the Fareham station and the junction of the London and South Western Railway, with the London, Brighton, and South Coast Railway, at Cosham, and all stations, booking-offices, watering-places, approaches and conveniences, and works connected therewith. And also to require the London and South Western Railway Company to afford upon their lines of railway, and at their stations, and particularly at the said junctions, such facilities as may be prescribed in the said Act, upon such terms and conditions, and on payment of such tolls, rates, and charges as shall be indicated in the said Act, for the reception, accommodation, and forwarding of the passenger and other traffic, and of the carriages of all descriptions conveying the traffic passing to, from, or over, or destined for the said intended railways, or any part thereof, so as to prevent any undue interruption, diversion, or delay in the passage of the said traffic; and with respect to the beforementioned matters, the said Act will alter and regulate the tolls, rates, and charges authorised to be taken by the London and South Western Railway Company. And it is further intended by the said Act, to vary or extinguish all duties, customs, or other payments, and

rights or 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 so far as necessary for the aforesaid purposes, it is intended by the said Act to alter, amend, extend, vary, or enlarge the following Acts relating to the London and South Western Railway Company, or some of them, that is to say, local and personal Acts: 4 and 5 William IV, cap. 88; 1 Vic., cap. 71; 1 and 2 Vic., cap. 27; 2 and 3 Vic., cap. 28; 4 and 5 Vic., caps. 1 and 39; 7 and 8 Vic., caps. 5, 63, and 86; 8 and 9 Vic., caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Vic., caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vic., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vic., caps. 75, 85, 87, 89, 125, and 157; 51 George III, cap. 196; 12 and 13 Vic., caps. 33 and 34; 13 and 14 Vic., cap. 24; 14 and 15 Vic., cap. 83; 16 and 17 Vic., cap. 164; 17 and 18 Vic., cap. 215; 18 and 19 Vic., caps. 62, 122, and 188; 19 and 20 Vic., cap. 120; 20 and 21 Vic., caps. 24, 72, 121, and 136; 21 and 22 Vic., caps. 56, 58, 67, 89, and 101; and 22 and 23 Vic., caps. 31 and 44. And also the following Acts relating to the London, Brighton, and South Coast Railway Company, or some of them (that is to say), local and personal Acts; 5 and 6 Will. IV, cap. 10; 6 and 7 Will. IV, cap. 121; 7 Will. IV, and 1 Vic., cap. 119; 1 and 2 Vic., cap. 20; 2 and 3 Vic., cap. 18; 3 and 4 Vic., cap. 129; 6 and 7 Vic., caps. 27 and 62; 7 and 8 Vic., caps. 67, 91, 92, and 97; 8 and 9 Vic., caps. 52, 113, 196, 199, and 200; 9 and 10 Vic., caps. 54, 63, 64, 68, 69, 83, 234, 281, and 283; 10 and 11 Vic., caps. 167, 244, and 276; 11 and 12 Vic., cap. 136; 16 and 17 Vic., caps. 41, 86, 88, 100, and 180; 17 and 18 Vic., caps. 61, 68, and 210; 18 and 19 Vic., cap. 114 and 169; 19 and 20 Vic., cap. 87; 20 and 21 Vic., caps. 72 and 143; 21 and 22 Vic., caps. 57, 84, and 101; and 22 and 23 Vic., cap. 69. And notice is further given, that printed copies of the said intended Act, as proposed to be introduced into Parliament, 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.

Deacon and Pearce, Southampton.

Crawley and Son, 20, Whitehall-place, London.

Solicitors for the Bill.

Muggeridge and Bell, 26, Duke-street, Westminster, Parliamentary Agents.

Coln River Waterworks.

(Incorporation of Company for supplying Staines, Hounslow, Ealing, Acton, Hanwell, and other places with Water, and for other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill for better supplying with water the towns and parishes of Staines, Bedfont, Hounslow, Brentford, Hanwell, Ealing, Acton, Harrow, and other parishes and places adjoining or near to the before-mentioned places, all in the county of Middlesex, and for that purpose to incorporate a Company, and to empower such Company to make and maintain the several works hereinafter mentioned, or some of them, or some part or parts thereof, with all proper conveniences connected therewith, and to effect the objects and purposes hereinafter mentioned, or some of them, that is to say:—

A reservoir, wells, pumping-engines, filter beds, and other works connected therewith, at the point where the two streams or branches of the river Coln unite, or form a junction, and on the eastern side of such stream, near the tails of Finch's Mustard Mill, and the Patent Wood or Fibrous Slab Company's Mill, in the town of Staines, in the county of Middlesex, and between such mills and the bridge leading to the parish church of Staines aforesaid.

A conduit or main pipe passing from and out of the hereinbefore mentioned reservoir, and passing thence, from, along, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say: Staines, Stanwell, Feltham, Ashford, Hatton, East Bedfont, Lampton, Hounslow, Heston, Isleworth, Brentford, Hanwell, Ealing, and Acton, all in the county of Middlesex, and terminating in the reservoir or reservoirs next hereinafter described.

A reservoir or reservoirs, and other necessary works and conveniences, at or near the summit of Hanger-hill, in a meadow field on the west side of Hanger-lane, and near the footpath passing through such meadow field leading from Hanger-lane to Barrack-lane, otherwise Green-lane, and which said field is reputed to belong to George Wood, Esq., and is now in the occupation of Alfred Henry Johnson, Esq.

To collect, impound, and divert into the intended reservoirs, or either of them, the waters of the hereinbefore-mentioned streams or branches of the river Coln (and which now flow into the river Thames) and the waters of any other streams situate upon the sites of the hereinbefore-mentioned reservoirs and works, or any or either of them, or which may be found in the execution of such works.

To enable the said intended Company to enter into and make contracts with any Local Board of Health, parish authorities, and other bodies and persons for supplying water in bulk or otherwise, for sanitary and other purposes, within the parishes, townships, and places following, that is to say:—Staines, Stanwell, Feltham, Ashford, East Bedfont, Lampton, Hounslow, Isleworth, Heston, Brentford, Ealing, Norwood, Hanwell, Acton, Greenford, Perivale, Twyford, Wilsden, Harrow-on-the-Hill, Pinner, Stanmore, Edgeware, Kingsbury, Hendon, Finchley, Fryern Barnet, Whetstone, Totteridge, East Barnet, Chipping Barnet, Monken Hadley, Southgate, and Enfield, all in the county of Middlesex; and to enable such Local Boards of Health, parish authorities, and other bodies and persons to enter into such contracts, and to raise money by rates or otherwise, for that purpose.

To purchase by compulsion or otherwise, and to take on lease, and to take grants of and easements over any lands, houses, buildings, springs, streams, waters, and other hereditaments.

To levy and recover rates, rents, and charges for the proposed supply of water, and to enter into all necessary agreements and arrangements for that purpose, and to break up streets, turnpike and other roads for laying down pipes.

To extend and apply the provisions or some of the provisions of the Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Waterworks Clauses Consolidation Act, 1847."

Plans and sections describing the lines, levels, and situations of the said intended reservoirs, aqueducts, and other works, and the lands and streams 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, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited with the Clerk of the Peace for the county of Middlesex, at his office in Clerkenwell; and copies of so much of the plans and sections as relate to each parish in or through which the said reservoirs, aqueducts, and other works respectively are intended to be made, together with books of reference thereto, and a copy of this notice as published in the London Gazette will be deposited with the parish clerk of each such parish at his usual place of abode; or in case of any extra-parochial place, with the clerk of some parish immediately adjoining thereto.

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 10th day of November, 1859.

Hargrove and Fowler, 47, Parliament-street, Solicitors for the Bill.

B. H. Wyatt, 28 Parliament-street, Parliamentary Agent.

London, Chatham, and Dover Railway Company. (Metropolitan Extensions; Running Powers, Facilities, Working and other Arrangements, Leasing Powers, Contributions and Guarantees with, by, to and affecting other Railway Companies and Bodies; Money Powers; Powers to provide and work Steam Boats; further Powers, and Amendment of Acts.)

A PPLICATION will be made to Parliament, next session, for an Act to effect the objects and authorize the construction of the railways hereinafter mentioned, or some of them, or some part thereof, and to confer upon the London, Chatham, and Dover Railway Company (hereinafter called "The Company"), all requisite powers for those purposes (to wit):

A railway (No. 1), commencing in the parish of Beckenham, and county of Kent, by a junction with the Farnborough Extension of the West End of London and Crystal Palace Railway, at or near the bridge carrying the last-named railway over a stream, ten chains or thereabouts to the north eastward of the Penge Station on that railway, and terminating at Herne Hill, in the parish of Lambeth and county of Surrey, at or near the north east end of Herne Place, together with three junction railways, the first commencing from the intended railway No. 1, in the said parish of Beckenham, at a point eight chains and a half or thereabouts to the northward of the centre of the bridge carrying the down line of the London, Brighton, and South Coast Railway Company's Branch to the Crystal Palace, over the main line of the London, Brighton and South Coast Railway, and terminating in the hamlet of Penge, in the parish of Saint Mary Battersea, in the county of Surrey, by a junction with the London, Brighton, and South Coast Railway, at a point twelve chains or thereabouts to the southward of the bridge carrying that railway over the Penge road; the second commencing in the said hamlet of Penge, by a junction with the London, Brighton, and South Coast Railway, on the north side of and near to the said bridge carrying that railway over the Penge road, and terminating by a junction with the intended railway No. 1, in the said parish of Beckenham, about midway between Springfield road and Crescent road there; and the third commencing from the said intended railway No. 1, in

the parish of St. Giles Camberwell, in the county of Surrey, at a point between the Penge road and the road leading from the Paxton Hotel at Norwood to Dulwich, and twenty chains and a half or thereabouts to the south eastward of the Alleyn's Head Hotel, and terminating in the same parish in or near the piece of ground between Further King's Wood and the west side of the Crystal Palace.

A railway (No. 2), commencing at the before described termination at Herne Hill of the intended railway No. 1, by a junction with that railway, and terminating in the parish of Saint Sepulchre and city of London, at or near Brazier's Buildings, and on the eastward side of Farringdon Street; with a bridge in the line of the intended railway (No. 2), for carrying the same over the river Thames at Blackfriars; together with two junction railways; one commencing from the intended railway No. 2, in the parish of Saint Bride and city of London, on the north side of Ludgate Hill, near the junction of Ludgate Hill and Farringdon Street, and terminating in the parish of Saint Sepulchre, in the county of Middlesex, by a junction with the Metropolitan Railway, at or near the authorized terminus thereof, at or near the junction of Victoria Street and West Street; and the other commencing from the last before described junction railway in the parish of Saint Sepulchre and city of London, at or near the junction of Skinner Street and Snow Hill, opposite the end of Sea Coal Lane, and terminating in the parish of Saint Sepulchre, in the city of London, in or near West Smithfield, with a central station in West Smithfield.

A railway (No. 3), commencing at the before described termination at Herne Hill of the intended railway No. 1 by a junction with that railway, and terminating in the parish of Saint Mary, Battersea and county of Surrey, by a junction with the authorized line of the Victoria Station and Pimlico Railway Company, now in course of construction there, near the commencement of that authorized line, and about nine chains north of the Prince of Wales Road; together with three junction railways; the first commencing from the intended railway No. 3, in the said parish of Saint Mary Battersea, in the field adjoining to and on the south side of the West End of London and Crystal Palace Railway at Stewart's Lane, and twenty-one chains or thereabouts south of the bridge carrying the London and South Western Railway over Stewart's Lane, and terminating in the same parish of Saint Mary Battersea by a junction with the main line of the London and South Western Railway, at a point ten chains or thereabouts north east of the said bridge over Stewart's Lane. Another of such junction railways, commencing in the same parish by a junction with the intended railway No. 3, at or near the point at which the lastly described junction railway commences, and terminating in the same parish by a junction with the main line of the London and South Western Railway, at or near the centre of the bridge carrying that railway over another road twenty-six chains or thereabouts south-west of the said bridge over Stewart's Lane. And the third of such junction railways, commencing in the parish of Saint Mary Lambeth and county of Surrey, on the east side of Manor Rise, Brixton Road, on the south of and near to Cumberland Place, and terminating in the same parish by a junction with the intended railway No. 2, in or near the northern end of a corner field abutting on Cold Harbour Lane, and lying in the angle formed by the junction of Loughborough Road and Cold Harbour Lane at the end of Poplar Walk.

Which said railways and works will be made from, in, through or into the several parishes, townships, and extra-parochial and other places following, or some of them, (to wit):—Beckenham, Sydenham Chapelry, and Lewisham, in the county of Kent; Penge, Saint Mary Battersea, Lambeth, Saint Mary Lambeth, Camberwell, Saint Giles Camberwell, Dulwich, Streatham, Clapham, Saint Mary Newington, Saint George the Martyr Southwark, Christchurch, Saint Saviour's, and the Liberty of the Clink, in the county of Surrey; Saint Anne's Blackfriars, and Saint Andrew's by the Wardrobe, Saint Martin Ludgate, Saint Bride, Saint Andrew's Holborn, Saint Sepulchre, Saint Bartholomew the Great, and Saint Bartholomew the Less, in the city of London; Saint Sepulchre, and Saint Andrew Holborn above Bars, in the county of Middlesex.

To purchase by compulsion, and also by agreement, lands and buildings for the purposes of the intended Act, and to levy tolls, rates and duties upon or in respect of the intended railways and works, and upon the railways, stations and works hereinafter mentioned, belonging to other Companies, to vary the tolls now authorized to be taken thereon, to confer exemptions from the payment of such tolls, rates and duties, and to confer, vary, or extinguish other rights and privileges.

To empower the Company and all other Companies working or using any existing or intended line of the Company, to work over and use with their engines and carriages for their traffic of every description, the railways, stations, approaches, water, water-engines, sidings, works, and conveniences of the Mid Kent Railway Company, West End of London and Crystal Palace Railway Company, London, Brighton, and South Coast Railway Company, South Eastern Railway Company, Victoria Station and Pimlico Railway Company, West London Railway Company, West London Extension Railway Company, London and South Western Railway Company, and Metropolitan Railway Company, any or either of them, upon terms to be settled (in default of agreement) by the Board of Trade or by arbitration, and to require those Companies, any or either of them, to afford all requisite facilities for those purposes.

To authorize and give effect to contracts and arrangements between the before-named Companies, the London and North Western Railway Company, the Great Western Railway Company, and the Great Northern Railway Company, or any one or more of them and the Company, and also between the Metropolitan Board of Works and any District Boards of Works, the mayor and commonalty and citizens of the city of London and the Company, and between the Crystal Palace Company and the Company for or with reference to the construction, maintenance, working and using and leasing by any or either of the contracting parties of all or any of the existing authorized or intended railways, stations and works of any other or others of them, and of any works incident or auxiliary thereto or consequent thereon, or which may be facilitated or benefitted thereby, or beneficially connected therewith, the joint or several use, division or appropriation of the Smithfield and other stations, the management, protection, and transmission of the traffic of, upon, and in such railways, works, and stations, the fixing, collection, payment, division, appropriation and distribution of the tolls, income, and profits arising therefrom, and the payments, contributions, and allowances to be made by any or either of the contracting parties to the other or others of them.

To empower the before-named Companies, the said mayor and commonalty and citizens, the Metropolitan Board of Works, and the Crystal Palace Company, or any one or more of them, to contribute, subscribe to, and to take and hold shares in the authorized and intended undertaking of the Company, or any part thereof, to appoint directors or additional directors of the Company, to lend money to the Company, to guarantee to the Company interest, dividend, annual or other payments, and to guarantee the payment of the principal and interest of the mortgage and bond debt of the Company.

To empower the before-named Companies respectively for the purposes of the intended Act, or of any such contract or arrangement, and to empower the Company for those purposes and for other purposes of their undertaking, to grant rent-charges and annuities, and to raise by the creation of new shares or stock in their respective undertakings, with or without preference or priority in payment of interest or dividend, or other special privileges, and by borrowing on mortgage or otherwise, and (as regards the Company) either as part of their general capital and funds or wholly or partly as a separate capital and loan charged primarily or exclusively on all, or any, or any part of, the intended railways and works; and to empower the Metropolitan Board of Works to raise money on security of the rates of the metropolis.

To empower the Company to purchase, hire or provide and work steam-vessels, wharves, quays, jetties, or piers, in connection with any of their lines of railway, and for the development and accommodation of the traffic thereon, and to take rates and charges for passengers, animals and goods conveyed thereby, and to subscribe to and guarantee interest upon the capital of any steam-boat Companies, and to make and carry into effect contracts with them for the purposes aforesaid.

To amend (so far as necessary for the purposes of the intended Act) the following local and personal Acts of Parliament (to wit):—16 and 17 Victoria, chapter 132; 18 and 19 Victoria, chapter 187; 21 and 22 Victoria, chapters 51 and 107; 22 and 23 Victoria, chapter 54 relating to the Company; 16 and 17 Victoria, chapter 180; 17 and 18 Victoria, chapter 210; 19 and 20 Victoria, chapter 87; 20 and 21 Victoria, chapter 143; and 21 and 22 Victoria, chapter 104, relating to the West End of London and Crystal Palace Railway Company; 17 and 18 Victoria, chapter 221; 18 and 19 Victoria, chapter 102; 19 and 20 Victoria, chapter 109; and 22 and 23 Victoria, chapter 97, relating to the Metropolitan Railway Company; 9 and 10 Victoria, chapter 71, relating to the Great Northern Railway Company; 5 and 6 William IV, chapter 107, relating to the Great Western Railway Company; 9 and 10 Victoria, chapter 283; 1 Victoria, chapter 119; 1 and 2 Victoria, chapter 20; 2 and 3 Victoria, chapter 18; 3 and 4 Victoria, chapter 129; 10 and 11 Victoria, chapter 276; 16 and 17 Victoria, chapters 100 and 180; and 17 Victoria, chapter 61, relating to the London, Brighton and South Coast Railway Company; 5 and 6 William IV, chapter 10; and 6 and 7 William IV, chapter 121, relating to the London and Croydon Railway Company; 9 and 10 Victoria, chapter 204, relating to the London and North Western Railway Company; 4 and 5 William IV, chapter 83; 7 and 8 Victoria, chapter 86; 8 and 9 Victoria, chapters 121 and 165; 9 and 10 Victoria, chapters 131 and 391; 10 and 11 Victoria, chapters 88 and 244; and 18 and 19

Victoria, chapter 188, relating to the London and South Western Railway Company; 6 William IV, chapter 75; 1 Victoria, chapter 93; 2 Victoria, chapter 42; 2 and 3 Victoria, chapter 79; 3 Victoria, chapter 46; 6 and 7 Victoria, chapter 62; 8 and 9 Victoria, chapter 186; 9 and 10 Victoria, chapter 305; 3 and 4 William IV, chapter 46; 10 and 11 Victoria, chapter 230, and 16 and 17 Victoria, chapter 116, relating to the South Eastern Railway Company; the Mid Kent Railway Act, 1855; the Mid Kent Railway (Bromley to Saint Mary Cray) Act, 1856; the Victoria Station and Pimlico Railway Act, 1858; the Victoria Station and Pimlico Railway Act, 1859; the Crystal Palace Company's Act, 1853; the West London Extension Railway Act, 1859; and 6 William IV, chapter 79; and 3 and 4 Victoria, chapter 105, relating to the West London Railway Company; and also the Metropolis Local Management Acts, 18 and 19 Victoria, chapter 120; and 21 and 22 Victoria, chapter 104.

Plans and sections of the proposed railways and works, a book of reference to such plans, a published map shewing the lines of the proposed railways, and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Kent, at his office at Maidstone, in that county; with the Clerk of the Peace for the county of Surrey, at his office at Lambeth in that county; with the Clerk of the Peace for the county of Middlesex, at his office at Clerkenwell, in that county; and with the Clerk of the Peace for the city of London, at his office, at the Sessions House, in the Old Bailey; and on or before the 30th day of November instant, a copy of so much of the plans, sections, and book 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, with a copy of this notice, will be deposited for public inspection, in the case of each of the parishes of Camberwell, otherwise Saint Giles, Camberwell, Lambeth, otherwise Saint Mary, Lambeth, Saint Mary Newington, and Saint George the Martyr, Southwark, with the Vestry Clerk of such parish, at his office; in the case of each of the parishes or places of Saint Mary, Battersea, Clapham, and Streatham, with the Clerk of the District Board of Works for the district of Wandsworth, at his office at Battersea Rise, Wandsworth; in the case of each of the parishes or places of Christchurch, the liberty of the Clink and Saint Saviours, with the Clerk of the District Board of Works for the district of Saint Saviours, at his office at Emerson Street, Bankside; in the case of each of the parishes or places of Lewisham, Sydenham Chapelry and Penge, with the Clerk of the District Board of Works for the district of Lewisham, at his office at Lewisham; and in the case of Saint Andrew's Holborn above Bars and Saint Sepulchre (Middlesex), with the Clerk of the District Board of Works for the district of Holborn, at his office at Chaucery Lane; in the case of each other parish, with the parish clerk thereof at his residence, and in the case of each other extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence.

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

Dated this eleventh day of November, 1859.

G. F. Holroyd, Secretary of the London, Chatham and Dover Railway Company.

No. 22329

M

Sevenoaks Railway.

(Extension to West Malling and Aylesford, with Branch and Station at Maidstone; Running Powers; Increase of Capital; Change of Name; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to empower the Sevenoaks Railway Company hereinafter called "The Company," to make and maintain the railways following:—

No. 1—A railway commencing by a junction with the authorised line of the Sevenoaks Railway Company in a field numbered 14 in the parish of Otford and county of Kent, on the deposited plans of the Sevenoaks Railway, two chains or thereabouts south east of the fence which separates No. 14 from No. 13 parish of Otford on the said deposited plans and terminating at the west side of the public street opposite the Bull Inn, in the town of West Malling, county of Kent.

Railway No. 2—Commencing by a junction with aforesaid railway No. 1 at its point of termination aforesaid and terminating by a junction with the Strood and Maidstone branch of the South Eastern Company's Railway at or near the first public road level crossing west of the Aylesford Station on the aforesaid branch in the parish of Aylesford in the county of Kent.

Railway No. 3—Commencing by a junction with the aforesaid Strood and Maidstone Branch Railway at a point close to or adjoining the Great Buckland Farm Buildings, in the parish of Maidstone, in the county of Kent, and which are situate seventeen chains or thereabouts eastward of the turnpike road leading from West Malling to Maidstone and terminating on the west side of Week-street, in the town of Maidstone, at a point about midway between Saint Faith-street and Wharf-street, in the said town of Maidstone, with a bridge in the line of the said intended railway for carrying the same over the River Medway at Maidstone.

Together with all convenient and proper approaches, stations, and other works connected therewith, which intended railways and works, will be made or pass from, in, through, or in to the several parishes and extra-parochial and other places following, or some of them; that is to say: Otford, Kemsing, Ightham, Seal, Wrotham, Addington, Offham, Ryarsh, West Malling, Leybourne, East Malling, Ditton, Aylesford, Allington, and Maidstone.

And it is intended by the said Act to confer upon the Company all necessary powers for effecting the purposes following; that is to say: To cross, stop up, alter, or divert, either temporarily or permanently any roads, highways, footpaths, streets, railways, tramways, streams, rivers, bridges, sewers, drains, ways, and watercourses, within or adjoining to the aforesaid parishes, townships, and extra-parochial and other places or any of them which it may be necessary or desirable to cross, stop up, alter, or divert, for the purposes of the intended railways and works aforesaid. To purchase by compulsion and by agreement lands, houses, and hereditaments for the purposes of the intended railways and works; and to vary or extinguish any rights or privileges connected with such lands, houses, or hereditaments. To levy tolls, rates, and duties upon or in respect of the said intended railways and works, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties. To apply to the purposes of the proposed railways and works any part of the funds which the Company are now authorised to raise, and which may not be required

for the purposes of their original undertaking, and to raise further money, either as a separate fund from the general capital of the Company or as a part of such general capital for the purposes of the proposed railways and works, by borrowing and by the creation of new shares in the Company with or without any preference or priority in pay of interest or dividend or special privileges either perpetual or terminable. To confer, vary, or extinguish other rights and privileges. To authorise the division of the shares in the capital of the Company already raised or authorised to be raised into preferred and deferred half-shares, and for defining the rights and privileges to be attached to such half-shares. To authorise the Company to change its corporate name: And notice is hereby further given, that power will be taken by the said Act for effecting the following objects; that is to say: for empowering the Company and all persons and corporations lawfully using the whole or any part of the authorised or intended railways of the Company, their officers and servants, to run over, work and use with their engines and carriages of every description, and for the purposes of their traffic, upon such terms as (in default of agreement) shall be settled by the Board of Trade, or by arbitration, all or any part of the respective lines of railway stations, watering-places, engines, sidings, machinery, works, and conveniences of the Companies following, or any or either them; or of their or any or either of their lessees and assigns; that is to say:

The South Eastern Railway Company.

The London, Chatham, and Dover Railway Company.

For effectually securing the due interchange, accommodation, protection, and direct and speedy transmission of traffic passing to, from, or over all or any part of the railways authorised or intended of the Company from, to, or over the railways of the said Companies or any or either of them, and for ensuring all requisite or desirable facilities for those purposes, and in default of agreement for referring to the Board of Trade or to arbitration the terms and conditions upon which such interchange, accommodation, protection, transmission, and other facilities are to be afforded and effected. For empowering the Company and the London, Chatham, and Dover Railway Company, and the South Eastern Railway Company, to enter into and carry into effect contracts and arrangements for or with reference to the construction, maintenance, working, and using by either of the contracting Companies of the railways and works of the other of them, or any part thereof, the supply and maintenance of engines, carriages, stock, and plant for the same, the collection, regulation, management, protection, and transmission of the traffic thereon; fixing, levying, collection, payment, division, appropriation and distribution of the tolls and other income and profits arising therefrom, and the employment of officers and servants.

For empowering the Company and the London, Chatham, and Dover Railway Company, and the South Eastern Railway Company to carry into effect any contracts or arrangements made or to be made between them for any of the purposes aforesaid. For altering (so far as may be necessary for the purposes of the said Act or of any such contract or arrangement), the tolls, rates and duties, which the said last mentioned Companies, or either of them, are or is authorised to levy and to confer, vary, or extinguish exemptions therefrom. And it is proposed by the said Act (so far as may be necessary or expedient for the purposes thereof) to alter, amend, repeal, and extend the powers and provisions of the follow-

ing Acts, or some or one of them, viz., "The East Kent Railway Act 1853;" "The East Kent Railway (extension to Dover) Act 1855;" "The Local and Personal Act, 18th and 19th Victoria, cap. 94, relating to the East Kent Railway Company;" "The East Kent Railway (extension to Dover) Amendment Act 1857;" "The East Kent Railway (extension to Dover) Amendment Act 1858;" and "The East Kent Railway (western extension) Act 1858;" and "The London, Chatham, and Dover Railway Act 1859;" and "The Sevenoaks Railway Act 1859;" and all or any of the Acts relating to the before-mentioned railway Companies, or any or either of them. And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the intended railway and works, together with a book of reference to such plan, a published map, with the line of the said intended 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 Kent at his office at Maidstone in that county, and that on or before the 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 in or through which the said intended railways and works will be made or pass, together with 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 the 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 10th of November, 1859.

G. F. Holroyd, Secretary to the Sevenoaks Railway Company.

Smithfield Markets, Streets, and Improvements.

(Establishment of Markets, Market-places, and Market-houses; Power to hold Markets; Power to levy Market and other Tolls; and to let the Market-houses, Shops, and Market-places; Stopping up, Formation, Alteration, and Enlargement of Streets; 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 Corporation of the city of London to establish, provide, erect, maintain, and regulate markets, market-houses, market-places, and other buildings in the parish of Saint Sepulchre, in the city of London, and in the parish of Saint Sepulchre, in the county of Middlesex, and to enable the said corporation to effect the objects following, or some of them, that is to say:

To establish, provide, and maintain a market or markets for the sale of meat, poultry, vegetables, and marketable commodities, and to erect, provide, maintain, and regulate market-places, shops, and market-houses, with all requisite buildings, stables, sheds, weighing-machines, approaches, and other works and conveniences, and to let the same.

To make bye-laws, rules, and orders for the good government and regulation of the said markets, and of the persons frequenting or using the same, and also of their carts, waggons, and other carriages.

To authorise the said corporation, if they think fit, to appropriate the under surface of the intended markets, or any part or parts thereof, or any of the under approaches thereto, for the purposes of a railway terminus or stations, to be used by any Company or party constructing a railway or railways to such markets, and, if they think fit, to erect and provide above the markets warehouses for goods, merchandise, and other articles, and to authorise the said corporation to enter into agreements with any Companies or parties for the erection, providing, and use of such terminus, stations, or warehouses, or for the lease of the same, and the rents to be payable in respect thereof.

To appropriate the part of the ancient site of Smithfield Market, situate on the north side of Long-lane to the purposes of the said markets and the approaches thereto.

To widen and improve Long-lane on the north side, westward of Charterhouse-street, and the road from Long-lane to King-street.

To widen and improve Charterhouse-lane on the south side from Smithfield-bars, eastward to the gardens of the houses in Charterhouse-square.

To form a new street from Charterhouse-lane to Long-lane, on the eastern side of the intended markets.

To widen and improve Durham-yard.

To form on the northern and western side of the intended markets a new street from Smithfield-bars westward to Durham-yard, and from thence southward to King-street.

To stop up and abolish the present footway from Charterhouse-lane to Long-lane and Smithfield.

To stop up and abolish the street from Smithfield-bars southward to Smithfield.

To stop up and abolish Greenhill-rents from the north side of Greenhill-rents to Smithfield-bars.

To stop up and abolish the street on the north side of Smithfield, from West-street to Long-lane.

All the above works, and the lands, houses, and property to be taken compulsorily are situate in the parishes of Saint Sepulchre, in the city of London, and Saint Sepulchre in the county of Middlesex.

To purchase by compulsion or by agreement any lands, houses, and hereditaments in the said parishes required for the purposes of the said Act, to borrow and raise money on bond or mortgage, and to alter, vary, or extinguish all existing rights, powers, and privileges which would impede or interfere with the objects and purposes of the said Act, and to appropriate and use for the purposes of the markets, new streets and approaches, the sites of any streets, courts, or ways stopped up or diverted, and that the whole of the market and the roads surrounding the same shall be included within the city of London.

To levy and collect rents, rates, tolls, stallages, dues, duties, payments, and charges in or in respect of the markets, market-places, market-houses, shops, buildings, and weighing-machines and other works and conveniences to be established and regulated under the powers of the said Act, and to confer, vary, or extinguish exemptions from the payment thereof, and to confer, vary, or extinguish other rights and privileges.

To alter, amend, and enlarge, and in part repeal all or some of the powers and provisions of the Public Act, 14 and 15 Victoria, cap. 61; the Metropolitan Market Act, 1851; and the Letters Patent of King Charles the First of the 18th October, 1638.

To incorporate with the said Bill either wholly

or in part "The Lands Clauses Consolidation Act, 1845," and "The Markets and Fairs Clauses Act, 1847," or some or one of them.

And notice is hereby also given, that duplicate plans and sections describing the lands, houses, and hereditaments intended to be taken for the said market-houses and market-places, and the lines, situation and level of the several new streets, improvements, and alterations before mentioned, and the lands, houses, and hereditaments 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, houses, and hereditaments, with 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 city of London at the Sessions House Old Bailey, and with the Clerk of the Peace for the county of Middlesex, at the Sessions House, Clerkenwell-green; 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 the parish of Saint Sepulchre, in the city of London, with a copy of the said notice, will be deposited with the parish clerk of that parish at his place of abode in the city of London; and a copy of so much of said plans, sections, and book of reference as relates to the parish of Saint Sepulchre, in the county of Middlesex, with a copy of the said notice, will be deposited with the clerk of the Holborn district of parishes at his offices in Chancery-lane.

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

Dated this 16th day of November, 1859.

Edward Tyrrell. City Remembrancer.

Stockport and Woodley Junction Railway.

(Incorporation of Company—Construction of Railway from Stockport to Woodley—Arrangements with and Subscription by the Manchester, Sheffield, and Lincolnshire Railway Company, and other Powers; 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 incorporate a Company for making and maintaining a Railway (with all proper stations, works, and conveniences connected therewith, and approaches thereto), commencing in the township of Brinnington, in the parish of Stockport, in the county of Chester, in a plot of vacant land now or late belonging to the Rev. John Charles Lucena, trustee for James Harrison, abutting upon the east side of Henry-street, near to the junction of the said street with Park-street in Portwood, in the township of Brinnington aforesaid, and terminating in the township of Bredbury, in the parish of Stockport aforesaid, by a junction with the authorized Newton and Compstall line of the Manchester, Sheffield, and Lincolnshire Railway Company, in a field belonging to James Ashton, Esq., being numbered 32 on the plans of the said Newton and Compstall line deposited with the Clerk of the Peace for the county of Chester, in the month of November, one thousand eight hundred and fifty-seven, as regards lands in the said township of Bredbury aforesaid, which said intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial or other places of Stockport, Portwood, Brinnington, Crook-

hilly, otherwise Cruickly, Timperly, Bredbury, Butterhouse-green, Woodley, and Romiley, or some of them, all in the county of Chester.

And it is proposed by the said Act to empower the intended Company to purchase lands and buildings, mills, reservoirs, goits, and hereditaments by compulsion or agreement, for the purposes of the railway and works so proposed to be constructed as aforesaid, and also to levy tolls, rates, and charges for and in respect of the said railway and works, and to grant exemptions from the payment of such tolls, rates, and charges.

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

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

And in the intended Act provision will be made for effecting the following objects, namely—

To authorize the intended Company to make and enter into and carry into effect contracts and arrangements with the Manchester, Sheffield, and Lincolnshire Railway Company for or with reference to the construction, maintenance, working, and use by the latter Company of the intended railway and works, or any part thereof, the supply and maintenance of rolling stock, and other stocks and plant for the same, the collection, regulation, management, and transmission of traffic passing to or from the same, the fixing, collection, application, division, and apportionment of tolls, and the employment of officers and servants.

To empower the Manchester, Sheffield, and Lincolnshire Railway Company (if they think fit) to guarantee interest or dividends on all or any part of the capital and loans of the intended Company, and also to subscribe towards and take shares in the undertaking of the intended Company, and to lend money to the intended Company, and to apply for those purposes any part of the funds or monies of the Manchester, Sheffield and Lincolnshire Railway Company, and which may not be required for the purposes of their own undertaking, and to empower them to appoint one or more of the directors of the above Company.

To authorize the said Manchester, Sheffield, and Lincolnshire Railway Company to raise money for the purposes aforesaid, by the creation of new shares, with or without any preference or priority in payment of interest or dividend, and other special privileges, and by borrowing.

And notice is hereby given, that maps, plans, and sections of the 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 30th day of November, in the present year, with the Clerk of the Peace for the county of Chester, at his office in Chester; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said railway

and works are proposed to be made, and within which such lands are situate, and also a copy of the said Gazette notice, will be deposited on or before the 30th day of November, in the present year, with the parish clerk of each such parish at his residence, and as regards any extra-parochial place, with the parish clerk of some adjoining parish, at his residence.

And it is intended by such Act to alter, amend, extend and enlarge, and to repeal some of the powers and provisions of the several Acts following, or some of them, relating to the Manchester, Sheffield, and Lincolnshire Railway Company (that is to say), local and personal, 12 and 13 Victoria, cap. 81; 13 and 14 Victoria, cap. 94; 15 and 16 Victoria, caps. 83 and 144; 16 and 17 Victoria, caps. 52 and 145; 18 and 19 Victoria, caps. 91 and 129; 21 and 22 Victoria, caps. 75 and 113; and 22 and 23 Victoria, cap. 5.

And notice is hereby given, that 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 14th day of November, one thousand eight hundred and fifty-nine.

Thomas Jepson Stockport, Solicitor for the Bill.

Pritt, Sherwood, Venables, Grubbe and Jones, 7, Great George-street, Westminster, Parliamentary Agents.

Southampton and Isle of Wight Railway and Piers.

(Incorporation of Company for Constructing Railways from the Redbridge Station of the London and South-Western Railway to the Leape Coast Guard Station, and from Gurnet Bay to Newport; Powers to construct Piers and purchase and work Steam-boats, and for the London and South-Western and Andover and Redbridge Railway Companies, to subscribe Capital and enter into working Arrangements, and for running Powers over their Lines.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, for an Act or Acts to incorporate a Company with powers to make and maintain the following railways, or some of them, with all proper stations, works and conveniences connected therewith; that is to say: No. 1. A railway commencing by a junction with the Southampton and Dorchester Branch of the London and South-Western Railway, at or near the Redbridge Station thereof, in the parish of Millbrook, otherwise Milnebrook, in the county of Southampton, and thence passing from, in, through, or into the several parishes, townships, townlands, and extra-parochial or other places following, or some of them, that is to say, Millbrook, otherwise Milnebrook, Redbridge, Shirley, Nutshalling, Eling, Totton, Marchwood, otherwise Marshwood, Langley, Dibden, Bountree, Hythe, Beaulieu, Ipley, Penderley, Fawley, Hardley, Little Holbury, Great Holbury, Rowdown, Exbury, and Leape; and terminating at or near to low water mark on the Leape side of the Beaulieu River, near the Leape Coast Guard Station, in the parish of Exbury, in the county of Southampton. No. 2. A railway commencing at or near to a point at or near to low water mark, where the stream or brook running through Gurnet Marsh falls into the sea at Gurnet Bay, in the parish of Northwood, in the Isle of Wight and county of Southampton, and thence passing from, in,

through, or into the several parishes, townships, and extra-parochial places following, or some of them; that is to say, Newport, St. Nicholas, Whippingham, Carisbrooke, Parkhurst, Newtown, Shalfleet, Northwood, and West Cowes, and terminating by a junction with the authorized line of the Cowes and Newport (Isle of Wight) Railway, in the parish of Carisbrooke, in the Isle of Wight and county of Southampton, at or near the point marked three miles seven furlongs on the plan thereof, deposited with the Clerk of the Peace for the county of Southampton, at his office in Winchester.

And it also intended to take powers, by the said Act, to construct a pier, jetty, and landing-place, with all requisite conveniences for landing goods and passengers in connexion with each of the said railways, and at or near the points of termination and commencement thereof respectively.

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

And by the said intended Act it is proposed to exempt from the payment of the toll or duty imposed by "The River Medina Navigation Act," on all coals brought into the borough of Newport, any coals which may be carried upon the said intended railway No. 2, within the boundaries of the said borough of Newport, but not deposited, or delivered in, or carried into the said borough. And so far as may be necessary for the purpose of such exemption, it is proposed to amend or repeal the said last-mentioned Act, and to make other provisions in lieu thereof.

And it is intended by the said Act to authorize the London and South-Western Railway, and the Andover and Redbridge Railway Company, to subscribe and contribute to the making, working, and maintaining of the said intended railways, piers, and works, or any of them, and to raise money for that purpose by the creation of additional shares, either ordinary or with such preference and priority of dividend over all or any other shares or stock, in either Company as may be deemed necessary or expedient, or by mortgage, bond, or otherwise, and to authorize the said London and South-Western, and Andover and Redbridge Railway Companies, to apply in and towards the making, working, and maintaining of the said proposed railways and works, or any of them, any portion of the monies which they may now have, or are authorized to raise by shares, stock, or mortgage, bond, or otherwise, and to accept, take, purchase, and hold shares in the capital proposed to be authorized by the said Act.

And it is proposed by the said Act to empower the said intended Company, or any other Company lawfully using the said intended railways, or either of them, to run, pass over, and use, with their own engines, carriages, and waggons, or with engines, carriages, and waggons coming to or from such intended railways or railway, the whole or any of the lines of railway, stations, watering-places, water, and conveniences of the London and South-Western Railway Company, and the Andover and Redbridge Railway Company, upon such terms and under such payment and condi-

tions as shall be mutually agreed upon, or to fix the amount of toll to be paid by the said intended Company for such uses as last mentioned; and also, if deemed expedient, to alter the tolls now authorized to be taken by the said two Companies.

And it is intended by the said Act to empower the said Company, and the London and South-Western Railway Company, and the Andover and Redbridge Railway Company, to enter into arrangements for the working, by one of such Companies, of the said intended railways or railway, and to confer all necessary powers to effect the objects last aforesaid.

And so far as may be necessary for the purposes contemplated by the said Act, the several Acts relating to the London and South-Western Railway Company, and the Andover and Redbridge Railway Company, will be sought to be altered or repealed.

And notice is hereby further given, that on or before the thirtieth day of November instant, plans and sections of the said railways, piers, and works, together with books of reference thereto, and also a published map showing the general course and direction of the said railways and works; and also a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Southampton, at his office at Winchester in the said county, and at Newport aforesaid; and on or before the said thirtieth day of November instant, a copy of so much of the said plans, sections, and books of reference as relates to each parish in or through which the said railways, piers, and works will be made, with a copy of this notice, as published in the London Gazette, will be deposited with the clerk of each such parish, at his residence; and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

And it is intended by the said Act to authorize the said intended Company to purchase, by compulsion or agreement, all lands, houses, and other hereditaments required for the purposes of the said railways, piers, and works, and to vary or extinguish all existing rights and privileges in any manner connected with the lands, houses, and hereditaments proposed to be taken for the purposes aforesaid; and also to levy tolls, rates, and duties upon or in respect of the said railways, piers, and works, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

And power will be taken by the said Act to empower the said intended Company to purchase or hire steam-boats, with all necessary stores and other matters and things in connection therewith, and to build, purchase, or lease all necessary warehouses, sheds, quays, and things, and to work and sail such steam-boats between the said intended piers or elsewhere; and to do all necessary acts and employ and expend all necessary capital for the efficient working of such steam-boats; and to create additional capital in the intended Company, or to employ the capital of the said Company for the purposes last aforesaid.

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

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

Brecon and Merthyr Tydfil Junction Railway.

(New Lines ; Abandonment of certain authorised Works; Powers for Arrangements and Agreements with, and Contribution by, other Companies and Persons ; Additional Capital ; Further Powers and Objects, 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 all or some of the following purposes (that is to say) :—

To alter, amend, extend, and enlarge some of the powers and provisions of the Brecon and Merthyr Junction Railway Act, 1859, and to repeal others of those powers and provisions.

To confer upon the Brecon and Merthyr Tydfil Junction Railway Company (hereinafter called the Company) powers to construct all or any part of the railways and works hereinafter mentioned, or any part or parts of the same respectively, together with stations, sidings, bridges, approaches, and conveniences connected therewith respectively (that is to say).

A railway partly in substitution for, and partly in extension of, the authorised main line of the Company, and intended to commence at or near a point situate in the parish of Llanfigan, in the county of Brecon, in a field numbered 824 in that parish, on the deposited Parliamentary plans referred to in the Brecon and Merthyr Junction Railway Act, 1859, and to terminate at or near a spot on the Hay Railway, in the parish of Llanfihangel-tal-y-lynn, in the county of Brecon, three furlongs or thereabouts, east of the east end of the tunnel of the said Hay Railway.

A railway commencing by a junction with the intended railway hereinbefore described in a field called Cae-dan-y-ty adjoining the farm-house called Ty-gwyn, now in the occupation of Evan Jones, situate in the parish of Llangasty-tal-y-lynn, in the county of Brecon, and terminating at or near a spot in the chapelry of Saint Mary, in the parish of Saint John the Evangelist, in the county of Brecon, on the Hay Railway, 130 yards or thereabouts, east of the place where the way or lane, called the Heol-lladron, crosses the said railway.

A railway commencing from and out of the authorized main line of the Company, in or near a field or piece of ground numbered 70, in the parish of Llanddettty, in the county of Brecon, on the said deposited plans, and terminating at or near a spot on the Hay Railway, in the parish of Llanfihangel Tal-y-lynn, in the county of Brecon, three furlongs or thereabouts, east of the east end of the tunnel of the said Hay Railway.

A railway commencing by a junction with the railway lastly hereinbefore described, in a field called Cae-dan-y-ty, adjoining the farm-house called Ty-gwyn, now in the occupation of Evan Jones, situate in the parish of Llangasty Tal-y-lynn, in the county of Brecon, and terminating at or near a spot in the chapelry of Saint Mary, in the parish of Saint John the Evangelist, in the county of Brecon, on the Hay Railway, 130 yards or thereabouts east of the place where the way or lane, called Heol-lladron, crosses the said railway.

A railway commencing by a junction with the lastly-described railway, at or near the terminus thereof, and terminating in a field, being number 44 on the tithe commutation map of the chapelry of Saint Mary, now in the occupation of Howell Williams, and about 20 yards, or thereabouts, to the eastward of the turnpike road leading from Brecon to Hay, Pencergochoion branch.

A railway commencing by a junction with the said last-mentioned railway, 30 yards or thereabouts, west of the said way or lane, called Heol-lladron, and terminating at a spot in the said chapelry of Saint Mary, 30 yards or thereabouts, east of the old gasholder of the Brecon New Gas Company (limited).

All the above works, and the lands to be taken for the purposes thereof, will be, or are, situate in, or, as regards the works, will pass from, through, or into the several parishes and extra-parochial and other places following (that is to say), Llanfigan, Taff-fechan, Llanddettty, Glyn-collwyn, Llanfigan, Glyn, Pencelli, Llansaintfraed, Llangasty-tal-y-lynn, Llanfihangel-tal-y-lynn, Llanywern, Llanhamlach, Saint John the Evangelist, and Saint Mary, in the county of Brecon.

To authorise the Company to abandon the construction of so much of their authorised main line and works as are situate between the commencement of such main line in the parish of Llanddettty, and the point of commencement of the intended railway thirdly hereinbefore described ; also to abandon so much of their said main line as lies between the last-mentioned point and the point of commencement of the intended railway firstly hereinbefore described ; and also to abandon the construction of the stone road authorised by the said Act, and therein described as commencing in the parish of Llanddettty, and to be carried across the river Usk by a bridge, and to terminate near the parish church of Llansaintfraed.

To confer upon the Company full powers for effecting the purposes following, that is to say—

For raising additional capital by shares and by borrowing.

For the purchase, by compulsion and otherwise, for the purposes of the said railways and works, of all lands, houses, tramroads, and hereditaments, situate within the limits of deviation to be shown on the plans hereinafter mentioned.

For the stopping up, altering, or diverting, either temporarily or permanently, any roads, tramroads, footpaths, streams, rivers, sewers, drains, and watercourses, within or adjoining to the aforesaid parishes and places, or any of them, which it may be necessary or desirable to stop up, alter, or divert, for the purposes of the intended works, or any or either of them.

For the levying of tolls, rates, and duties upon and in respect of the intended railways and works, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties.

And it is intended by the said Bill (in addition to the powers for the purchase, by compulsion and otherwise, of all property situate within the limits of deviation shown upon the plans hereinafter mentioned) to empower the Company, the Hay Railway Company, and the Hereford, Hay, and Brecon Railway Company, or any two of them whereof the Company shall be one, to enter into, and carry into effect, any contracts or agreements for, or with reference to, the purchase and sale of the undertaking of the Hay Railway Company, or any part or parts thereof, on any terms and conditions which may be agreed upon between the contracting Companies, and to authorise the raising by such Companies, or either of them, of the requisite funds for such purpose, by the issue of shares and by borrowing, or by application of their existing funds to such purpose, and to authorise the use or conversion, or the levying and taking of tolls by the contracting Companies, or either of them, upon, or the abandonment of the undertaking of the said Hay Railway Company, or any part or parts thereof.

And it is also intended by the said Bill to empower the Taff Vale Railway Company to subscribe to, and hold shares in the undertaking of the Company, and also in the proposed extensions of the same, to any extent which may be from time to time agreed upon with the Company, and to raise capital for that purpose by the issue of shares, and by borrowing, and to apply their existing or authorised funds to such purpose.

And it is also intended to confer upon the Company effectual powers of entering into, and carrying into effect, any arrangements or agreements with any contractors or other persons for the construction and subsequent working and managing, or for the working and managing of the undertaking of the Company, or any part thereof, during such period and upon such terms and conditions in all respects as may be mutually agreed upon.

And it is also intended to confer upon the Company and the Mid Wales Railway Company, and also to confer upon the Company, and any Company which during the next session of Parliament may be authorised to construct any line forming a junction with the intended railways of the Company, or any or either of them, the fullest powers for entering into, and carrying into effect, arrangements and agreements for or with reference to the working and management, by either of such Companies, of the traffic upon and over the undertaking of the other of them, or upon or over any part thereof, or for or with reference to working arrangements or traffic arrangements, and division and appropriation of tolls and revenue arising upon their respective undertakings or either of them, or any part thereof, or for, or with reference to the joint construction, use, or management of any lines of railway, stations, works, or conveniences forming, or which may form, part of the undertaking of any or either of such Companies.

And it is also intended to amend, so far as may be desirable for any of the purposes of the said Bill, the powers and provisions, or some of the powers and provisions of the several Acts following, that is to say, local and personal Acts, 51 George III., cap. 122; 52 George III., cap. 106; 53 George III., cap. ; and 58 George III., cap. 63; relating to the Hay Railway Company; 22 and 23 Victoria, cap. 84, relating to the Hereford, Hay, and Brecon Railway Company; 6 William IV. cap. 82; 1 Victoria, cap. 70; 3 and 4 Victoria, cap. 110; 7 and 8 Victoria, cap. 84; 9 and 10 Victoria, cap. 393; 11 and 12 Victoria, cap. 23; 12 and 13 Victoria, cap. 61; 20 and 21 Victoria, cap. 153; and the Aberdare Railway Act, 1845, relating to the Taff Vale Railway Company; and 22 and 23 Victoria, cap. 63, relating to the Mid Wales Railway Company.

And it is also intended to confer upon the companies hereinafter named, or any or either of them, powers of subscription to, and of holding shares in the undertaking of the Company, or the proposed extensions thereof, and of applying their existing or authorised funds, and also of raising, by the issue of new shares and by borrowing, the requisite funds for such purpose, that is to say:—The Mid-Wales Railway Company, the Llanidloes and Newtown Railway Company, the Oswestry and Newtown Railway Company, the Shrewsbury and Welchpool Railway Company, the Great Western Railway Company, and the London and North-Western Railway Company; and so far as may be necessary for the purpose last aforesaid, it is intended to amend the provisions of the several acts following, that is to say:—local and personal Acts, 16 and 17 Victoria, chapter 143; and 19

and 20 Victoria, chapter 22, relating to the Llanidloes and Newtown Railway Company; 18 and 19 Victoria, chapter 86; and 19 and 20 Victoria, chapter 132, relating to the Oswestry and Newtown Railway Company; 19 and 20 Victoria, chapter 132; and 20 and 21 Victoria, chapter 110, relating to the Shrewsbury and Welchpool Railway Company; 5 and 6 William IV., chap., 107; 6 William IV., chapters 36, 38, 77, and 79; 7 William IV. and 1 Victoria, chapters 91 and 92; 1 and 2 Victoria, chapters 24 and 26; 2 and 3 Victoria, chapter 27; 3 and 4 Victoria, chapters 47 and 105; 4 and 5 Victoria, chapter 41; 5 Victoria, session 2, chapter 28; 6 and 7 Victoria, chapter 10; 7 and 8 Victoria, chapters 3 and 68; 8 and 9 Victoria, chapters 40, 53, 155, 156, 184, 188, 190, and 191; 9 and 10 Victoria, chapters 14, 166, 181, 236, 239, 240, 278, 313, 315, 335, 337, 338, 369, 383, and 402; 10 and 11 Victoria, chapters 60, 72, 76, 91, 101, 109, 149, 154, 226, and 242; 11 and 12 Victoria, chapters 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 13 and 14 Victoria, chapters 6, 7, 44, 98, and 110; 14 and 15 Victoria, chapters 22, 48, 52, 53, 74, and 81; 15 and 16 Victoria, chapters 9, 125, 133, 140, 145, 147, and 168; 16 and 17 Victoria, chapters 121, 153, 175, 204, 209, 210, and 212; 17 and 18 Victoria, chapters 108, 120, 158, 163, 192, 202, 204, 207, 209, 215, and 222; 18 and 19 Victoria, chapter 98; 19 and 20 Victoria, chapters 126 and 137; 20 Victoria, chapter 1; 20 and 21 Victoria, chapters 8, 24, 54, 96, and 158; 21 and 22 Victoria, chapter 88; 22 Victoria, chapter 13; and 22 and 23 Victoria, chapters 1, 40, 64, 76, 120, and 134, relating to the Great Western Railway Company; and 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.

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 instant be deposited for public inspection with the Clerk of the Peace for the county of Brecon, at his office at Brecon, 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, section, 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 10th day of November, 1859.

Maybery, Williams, and Cobb, Solicitors for the said Bill.

Liskeard and Caradon Railway.

(Repeal and Consolidation of Acts; Alteration and Abandonment of existing, and construction and acquisition of New Lines; Arrangements with Looe Harbour Commissioners, and Cheesewring Granite Company; and other purposes.)

NOTICE is hereby given, that application will be made to Parliament, in the next session, for an Act to repeal the Acts following, relating to the Liskeard and Caradon Railway Company (hereinafter called "The Company"), that is to say (local and personal), 6th and 7th Victoria, chapter 43, and 10th and 11 Victoria, chapter 62; and to consolidate the provisions thereof, or some of them, and the provisions of the intended Act, into one Act.

And the intended Act will empower the Company to alter and improve the line and levels of that portion of their railway which is situate between its commencement, at or near Moorswater, in the parish of Liskeard, and the South Caradon Copper Mine, in the parish of Saint Cleer; and also of that portion of their branch railway to Cheesewring, which lies between the summit of the inclined plane, at or near Gonamena, in the parish of Saint Cleer, and the junction of that branch with the railway or tramroad belonging to the Cheesewring Granite Company (Limited), in the parish of Linkinhorne, and to abandon and relinquish so much of the existing railway and branch railway, as will become unnecessary by reason of such alterations; and also to abandon and relinquish so much of the said branch railway to Cheesewring, as is situate between its junction with the existing main line of railway, in the parish of Saint Cleer, and the summit of the inclined plane aforesaid, and in lieu thereof, to make a branch railway, to commence by a junction with the main line of railway, as proposed to be altered at or near Trearne Farm, in the parish of Saint Cleer, and to terminate at or near the summit of the inclined plane aforesaid, which said alterations, improvements, and branch will be in the several parishes, townships, and extra-parochial and other places following, that is to say, Liskeard, Saint Cleer, and Linkinhorne, or some of them, all in the county of Cornwall.

Also to make and maintain either singly, or in conjunction with the owners of the lands through which the same will pass, and the owners and grantees of certain mines, known as the South Caradon Mine, the East Caradon Mine, the Marke Valley Mine, the Tokenbury Mine, and the Caradon Wheel Hooper Mine, or any of them, and on such terms and conditions as may be agreed upon between the Company, and such owners and grantees as aforesaid, or any of them, a branch railway, to commence from and out of the existing railway of the Company, at or near a place called Crows Nest, in the parish of Saint Cleer, and to terminate in the parish of Linkinhorne, at or near a place called Tokenbury-corner, which said branch railway will be situate within the parishes, townships, and extra-parochial places, of Saint Cleer, Linkinhorne, and Saint Ive, or some of them, all in the said county.

And the said intended Act will empower the Company to purchase by compulsion or agree-

ment, lands and houses for the purposes thereof, and will vary or extinguish all existing rights and privileges in any way incident to such lands and houses which would interfere with the exercise of the powers of the intended Act, and will empower the Company to cross, stop up, alter or divert all roads, ways, rivers, and streams, with which it may be necessary to interfere for the purposes of the intended Act.

And the intended Act will enable the Company and the Cheesewring Granite Company (Limited), and all other bodies and persons interested therein, to contract and agree for the working, use, maintenance, management, and repair, or the purchase or lease of the railway of the Cheesewring Granite Company (Limited), called the Kilmar Railway, and all or any estate or interest therein, and in the lands upon which the same is constructed, upon such terms and conditions, and at and for such price, and for such consideration, annual or in gross, as may be mutually arranged between the parties to any such agreement, or as may be fixed and determined in and by, or under the provisions of the intended Act.

And the intended Act will fix and determine the tolls, rates, and charges to be demanded by the Company, in respect of the railways to be vested in, or worked and used by them, under the intended Act, and to demand and recover such tolls, rates and charges, and to grant exemptions from the payment thereof.

And the intended Act will enable the Company and the Commissioners acting in the execution of an Act of the 11th and 12th years of Her present Majesty, intituled "An Act for maintaining and improving the Harbour of Looe, in the county of Cornwall, and for taking down the present bridge between East and West Looe, across the said harbour, and erecting a new bridge instead thereof," to enter into and carry into effect, arrangements and agreements with respect to the laying down of rails on the wharves, quays, and property of the Commissioners, and with respect to the use by the Company, of the wharves, quays, shipping places, staiths, slips, warehouses, buildings, and works of the Commissioners, and other conveniences and accommodations, and will (if need be) alter and amend the provisions of the said Act.

And the intended Act will enable the Company to apply their corporate funds, of what nature or kind soever, towards the purposes of the intended Act, and to raise a further sum of money for all or any of such purposes, by the creation of new shares, and by borrowing, or by either of such means.

And notice is hereby further given, that on or before the thirtieth day of November, in the present year, maps, plans, and sections, relative to the before mentioned works, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Cornwall, at his office, in Saint Austell, 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 of the parishes, in which the said works will be situate, and a copy of this notice, will be deposited with the parish clerk of such parish, at his place of abode, 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 seventh day of November, one thousand eight hundred and fifty-nine.

Chris. Childs, Solicitor, Liskeard.

Liskeard Water Works.

(Incorporation of Company.—Construction of Works and Supply of Water.—Arrangements with Liskeard and Looe Union Canal Company and others, and other Purposes.)

NOTICE is hereby given that application is intended to be made to Parliament, in the ensuing session, for an Act for better supplying with water the borough and parish of Liskeard, in the county of Cornwall, and for that purpose to incorporate a Company to make and maintain the several works hereinafter mentioned, or some of them, or some part or parts thereof, with all proper conveniences connected therewith, and to effect the objects and purposes hereinafter mentioned, or some of them: that is to say,

To make and maintain a watercourse, aqueduct, or conduit, commencing by a junction with the rivulet or stream called the "Sibly Back Stream," in the parish of Saint Cleer, in the county of Cornwall, at a point in or near a certain field or close of land numbered 274 on the tithe map or plan of the parish of Saint Cleer, in the said county, and which point is about eighty yards above the junction of the said stream, called the Sibly Back Stream, with another stream, called the Crylla, in the said parish of Saint Cleer, and terminating in or upon a certain common, called or known by the name of Saint Cleer Down, and at or in the intended reservoir and works next hereinafter mentioned, all in the said parish of Saint Cleer; also a reservoir with all necessary approaches, embankments, walls, cuttings, filtering beds, and other works connected therewith, to be situated in or upon the said common, called Saint Cleer Down, near the south-east extremity thereof, all in the said parish of Saint Cleer; also a watercourse, aqueduct, or conduit, commencing by a junction with the rivulet or stream called the Tremar Stream, in the said parish of Saint Cleer, in or near a certain piece of land numbered 1401 on the tithe map or plan of the said parish of Saint Cleer, and at a point about thirty yards to the eastward of a road leading from the farms or tenements called East and West Hendra, to the village called Tremar, and terminating at or in the said intended reservoir, all in the said parish of Saint Cleer; also a watercourse, aqueduct, or conduit, commencing from and out of or by a junction with the said intended reservoir, and on the south side or end thereof, passing thence through the said parish of Saint Cleer, the parish of Liskeard, in the said county, and the borough of Liskeard, in the said county, and terminating in the said borough of Liskeard, at or near the street called the Bull Post, or the Parade.

To collect, divert, and appropriate to the purposes of the intended Act the waters of the rivulets or streams called the Sibly Back Stream, Crylla Stream, and Hendrifton Stream, which waters, or some of them, now flow into the River Fowey and the feeder belonging to the Liskeard and Looe Union Canal Company, and constructed by them under their Act 6th George the Fourth, chapter 163, or one of them, and the waters of the stream called the Tremar Stream, or some portion thereof respectively, and of any other rivers, springs, and streams within the limits of deviation marked on the plans hereinafter referred to, or in the line of or adjacent to the said intended waterworks.

To supply water to the inhabitants of the said borough and parish of Liskeard for private use, and also for trade, public, and sanitary purposes.

To lay down and maintain pipes and other works in, over, under, or across, and for that pur-

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pose to cross, break open, alter, divert, or stop up, either temporarily or permanently, any roads, highways, footpaths, streets, public places, bridges, railways, tramways, works, sewers, drains, streams, brooks, and watercourses in any of the said parishes, borough, or places before mentioned, and elsewhere, within the said borough and parishes.

To purchase by agreement or compulsion, or otherwise take on lease, and to take grants of easements over any lands, houses, springs, streams, waters, and other hereditaments requisite and desirable for the purposes aforesaid, or for other the purposes of the intended Act, and to vary and extinguish any rights or privileges connected therewith, and any other rights and privileges which would in any way interfere with the objects of the intended Act.

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 authorize compositions for rents, rates, or charges, and to raise money for all or any of the purposes of the said intended Act.

And it is proposed by the said intended Act to enable the said Company to purchase by agreement or to take on lease of the Liskeard and Looe Union Canal Company the whole or any part of the aqueduct, channel, stream, or watercourse used by the said Liskeard and Looe Union Canal Company as a feeder for the use of the Liskeard and Looe Union Canal, and to enable the said Canal Company to sell or lease the same accordingly to such intended Company, and to make and enter into all necessary agreements and arrangements for that purpose, and to amend the before-mentioned Act of 6th George 4th, chapter 163.

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

And it is also proposed by the said intended Act to extend and apply the provisions or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Waterworks Clauses Act, 1847."

And notice is hereby given that plans and sections relating to the before-mentioned works, and a book of reference to such plans, together with a copy of this notice, as published in the London Gazette, will, on or before the thirtieth day of November instant, be deposited with the Clerk of the Peace for the county of Cornwall, at his office at Saint Austell, in the said county, and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the said works are intended to be made or situate, with a copy of this notice as published in the London Gazette, will, on or before the thirtieth day of November instant, be deposited with the parish clerk of each such parish at his residence, and that printed copies of the intended Act 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 eighth day of November, one thousand eight hundred and fifty-nine.

Christ. Childs, Solicitor,
Liskeard, Cornwall.

Central Wales Railway.

(Llandrindod to Llandovery Section.)

(Incorporation of Company; Power to make Railway from Llandrindod to Llandovery, with a Branch therefrom to the Allt Dinas Slate Quarry; Arrangements with the Shrewsbury and Hereford, the Knighton, the Central Wales, and the Vale of Towy Railway Companies, and with the Llanelly Railway and Dock Company 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 (herein called "The Company") with the following, or some of the following, among other powers, that is to say—To make and maintain the railways hereinafter mentioned, or one of them, with all proper works, approaches, stations, and conveniences connected therewith respectively (that is to say)—a railway commencing by a junction with the authorised line of the Central Wales Railway, at or near the intended terminus thereof, at or near the Llanerch Hotel, in the parish of Cefnylys, in the county of Radnor, and terminating by a junction with the Vale of Towy Railway, at or near the Llandovery Station of that railway, in the county of Carmarthen, which intended railway will pass through or into the several parishes, townships, and extra parochial, or other places following, or some of them (that is to say)—Llandrindod, Dissersh, Bettws Dissersh, Taecoed, Llandclwedd, all in the county of Radnor; Llanavon Fawr, Llanfihangel, Brynpabuan, Rhoferig, Llanganten, Llanynis, Llanafantechan, otherwise Llanfechan, Llanlleon'el, Gwaravog, Llangammarch, Trefis, Penbualt, Llanwrtyd, Clawddmadog, Llechweddor, New Church in Tyr Abbott, all in the county of Brecon; Llanfairybryn, Llandingat, Llandovery, Telych, Forest, and Ystrad, all in the county of Carmarthen.

A branch railway, commencing by a junction with the said last mentioned intended railway, at a point in a field belonging to William Fuller Maitland, Esq., at or near Maes Cefn y ffordd, in the parish of Llangamarch, and terminating at or near a certain slate quarry, called Allt Dinas, in the parish of Llanavonfawr, the property of Sir Joseph Russell Bailey, Baronet, and which branch railway will be wholly situate within the parishes of Llangamarch, Llaneonfel, and Llanavonfawr, all in the county of Brecon.

To take powers to purchase lands, houses, and other property, by compulsion or agreement, for the purposes of the said intended Act, or any of them, and to vary or extinguish all existing rights or privileges in any manner connected with such lands, houses, and property, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways or works, or any of them, and to confer other rights and privileges; and also to cross, alter, divert, or stop up all turnpike and other roads, railways, tramways, aqueducts, bridges, canals, streams, and rivers, with which it may be necessary to interfere for the purposes of the said intended Act, or any of them, and to levy tolls, rates, and charges for and in respect of the use of the said intended railways and works, or any of them, and to grant exemptions from the payment thereof, and to confer other rights and privileges.

And it is proposed by the said intended Act to enable the Company, and the Shrewsbury and Hereford Railway Company, the Knighton Railway Company, the Central Wales Railway Company, the Vale of Towy Railway Company, and the Llanelly Railway and Dock Companies, or the Company, and any of the said other Companies to enter into and carry into effect contracts and

agreements with respect to the working, maintenance, and management of the railways of the Company, or any part thereof, by the said other Companies, or such of them as may be parties to any such agreement, or with respect to the working and use of the Knighton Railway, or the Central Wales Railway, or any part thereof, or of the stations belonging thereto by the Company, and with respect to the interchange of traffic upon the railways of the said Company, or any of them respectively, and with respect to the apportionment of the tolls and profits arising therefrom, and, so far as may be necessary or expedient, to alter, vary, or repeal the provisions of all or any of the Acts hereinafter mentioned (that is to say): "The Shrewsbury and Hereford Railway Act, 1856;" "The Knighton Railway Act, 1858;" "The Vale of Towy Act, 1854;" "The Vale of Towy Railway Act, 1858;" "The Llanelly Railway and Dock Act, 1853;" and "The Central Wales Railway Act, 1859."

Plans and sections of the proposed railways, or one of them, together with a published Map showing the general course and direction thereof, a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will, on or before the 30th of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Radnor, at his office in Kington, in the county of Hereford, and at Knighton in the county of Radnor; with the Clerk of the Peace for the county of Brecon, at his office at Brecon; and for the Clerk of the Peace for the county of Carmarthen, at his office at Llandovery, and that, on or before the same day, a copy of so much of the said plans, sections, and books of reference as relate to each parish in or through which the railways, or either of them, 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 the case of any extra-parochial place, then with the parish clerk of an adjoining parish.

On or before the twenty-third 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 9th day of November, 1859.

G. A. Crawley and Son, Solicitors,
20, Whitehall Place, London.

Innerleithen and Peebles Railway.

(Incorporation of Company for Construction of Railway; Arrangements with North British Railway Company; Power to that Company to Subscribe; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to incorporate a Company with powers to make and maintain a railway, with all proper and necessary works and conveniences connected therewith, commencing at or near the point where the Innerleithen and Traquair road joins the turnpike road leading from Innerleithen to Peebles, in the parish of Innerleithen and county of Peebles, and terminating by a junction with the Peebles Railway, at or near the south end of the passenger shed at the Peebles station of the said railway, in the parish and county of Peebles, which said railway and necessary works connected therewith will be situated in, or will pass from, through, or into the parishes and royal burgh following, or some of

them (that is to say), the parishes of Innerleithen, Traquair, and Peebles, and the royal burgh of Peebles, all in the county of Peebles.

And it is proposed by the said intended Bill to take power to make lateral deviations from the line of the said intended railway to the extent or within the limits defined upon the plans herein-after mentioned, and also to cross, divert, alter, or stop up all such turnpike and other roads, paths, passages, rivers, streams, and water-courses, water-pipes, or other obstructions, as it may be necessary or expedient to cross, divert, alter, or stop up, for the purposes of the said intended railway and works connected therewith.

And notice is also hereby given, that duplicate maps or plans and sections describing the line, situations and levels of the said intended railway and works, and the lands, houses and other heritages which may be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses and heritages respectively, with a published map, with the lines of the said proposed railway delineated thereon, and a copy of this notice, as published in the Edinburgh Gazette, will be deposited for public inspection on or before the 30th day of November current, in the office at Peebles of the principal sheriff clerk of the county of Peebles, and that a copy of so much of such plans, sections, and book of reference respectively as relate to each of the said parishes and to the royal burgh before mentioned, together with a copy of this notice, published as aforesaid, will, on or before the said 30th day of November, be deposited for public inspection with the schoolmaster, or if there be no schoolmaster, with the session clerk of each such parish, at the usual place of abode of such schoolmaster or session clerk, and with the town clerk of the royal burgh of Peebles, at his office in Peebles.

And it is intended by the said Bill to empower the Company to be incorporated to purchase, compulsorily and otherwise, the lands, houses, and other property required for the purposes aforesaid, to raise money by the creation and issue of shares, and by borrowing upon bond or mortgage, to fund the money so borrowed or authorised to be borrowed, to convey passengers, goods, and other traffic on the said intended railway, to levy tolls, rates, and charges, on and for the use of the said intended railway and relative works, and for the conveyance of passengers and goods, and other traffic thereon, 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 Company to be incorporated, and the owners of, and other parties interested in, the lands required for the said intended railway and works, and any other companies, corporations, communities, trustees, or 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 in property, feu, lease in perpetuity or otherwise, at such price, feu duty, ground annual, or rent, or for such consideration in shares, mortgages, or bonds, of the said Company or otherwise, as may be fixed upon.

And it is further intended by the said Bill to empower the North British Railway Company, by themselves, or others on their behalf, to subscribe and contribute towards the expense of the construction, maintenance and working of the said proposed railway and relative works; and to take and hold shares in the said intended Company,

and to apply any funds which they now have, or may have power to raise to these purposes; and also, if necessary, to raise additional capital for these purposes, by the creation and issue of new shares or stock in their undertaking, with such guarantee or priority of dividend, or other privileges, if any, as may be thought expedient; and by borrowing on bond or mortgage, or by one or other of these means, and to fund the amount so borrowed or authorised to be borrowed.

And it is further intended by the said Bill to empower the North British Railway Company, and the intended Company, to enter into agreements in relation to the maintenance and management of the said proposed railway, the appointment of directors thereof, the use of and working of the traffic upon the respective railways, and the fixing, collection and apportionment of the tolls, rates and charges to be levied in respect of such traffic: And it is intended to confirm any agreements which may have been, or may be entered into for effecting the objects aforesaid, or otherwise in relation thereto; and also to provide for and regulate the aforesaid matters, or some of them, by the said Bill.

And it is intended by the said Bill to empower the magistrates and Town Council of the royal burgh of Peebles, or other party interested, to make and carry into effect such arrangement with the Company to be incorporated by the said Bill, as may be agreed upon in relation to the dues and customs leviable by the said magistrates and Town Council, or other party, upon goods, cattle, matters, and things passing on the said intended railways from or into the said royal burgh, and to lease such dues and customs to the said Company, or to compound the same for a fixed or annual sum, and to empower the said Company to make and carry into effect such arrangements, and if it shall be so arranged to empower the said Company to levy and recover the said dues and customs.

And it is intended to alter, amend, extend and enlarge or repeal, so far as necessary, "The North British Railway Consolidation Act, 1858," "The Border Union (North British) Railways Act, 1859," and "The North British and Selkirk Railways Amalgamation Act, 1859."

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 9th day of November, 1859.

Thomas Ranken, 68, Queen Street, Edinburgh;

Dodds and Greig, 18, Abingdon Street, Westminster.

Parliamentary Agents.

(In Parliament. Session 1860.)

London and North Western Railway Company, and St. Helens Canal and Railway Company.

(Arrangements as to Warrington and Garston Line; increase of Capital; Amendment of Acts.)

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:

1. To authorise the St. Helens Canal and Railway Company, and the London and North Western Railway Company, from time to time to enter into and fulfil agreements for the absolute or partial transfer, by sale or lease, to the last-named Company, of so much, or of any part of so much, of the St. Helens Railway, as lies between Warrington

and Garston, including therein all stations, sidings, approaches, land, and works connected with the same portion of railway; and also for the use, by the London and North Western Railway Company, with their own engines, carriages, and servants, of the said portion of railway and premises, and of the Garston Dock, and the wharfs, sidings, warehouses, machinery, land, and works connected with the same dock, and for the price to be paid, whether in gross or periodically, or by way of rent or toll, or otherwise, and of the conditions to be mutually performed in consideration of such transfer or use, and to agree also for the fixing, division, and apportionment of tolls, charges, and other payments, to be received by the contracting Companies for the traffic common to their two undertakings, or which might be conveyed between the same places upon either of the same undertakings. The Bill may give validity to agreements already subsisting between the Companies touching the matters aforesaid, or it may itself contain provisions for effecting the objects, which might as aforesaid form the subject of agreement.

2. To enable the said Companies, or either of them, to raise further capital by shares, and stock and loan, and to attach to the shares or stock so to be raised, or to any part thereof, such preference or priority of dividend, or other advantage, as the Bill may authorise over the existing shares and stock of the Company raising such fresh capital; and also to enable the London and North Western Railway Company to apply towards the purposes of the Bill funds in their hands, or which they have authority to raise.

3. To amend, extend, vary, and repeal certain of the provisions of the following Acts (local and personal), namely, the 8 and 9 Vict. cap. 117; the 9 and 10 Vict., cap. 183; the 10 and 11 Vict., cap. 271; the 16 and 17 Vict., cap. 134; and the 20 and 21 Vict., cap. 16; and of any other Acts relating to the St. Helens Canal and Railway Company; and also of the Act 9 and 10 Vict., cap. 204, and the other Acts relating to the London and North Western Railway Company.

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

Dated the 18th day of November, 1859.

J. and E. Whitley and Thomson, Liverpool, Solicitors for the Bill.

(In Parliament. Session 1860.)

Saint Helens Canal and Railway Company. (Powers over Parts of London and North Western, and Manchester, South Junction, and Altrincham Railways, near Liverpool and Manchester.)

THE Saint Helens Canal and Railway Company (hereinafter called the St. Helen's Company), intend to apply to Parliament, in the next session thereof, for leave to introduce a Bill to enable the Company, and all companies and persons lawfully using their undertaking, to use with their engines, carriages, and servants, so much of the undertaking of the London and North Western Railway Company, as was authorised to be constructed by "The London and North Western (Edgehill to Garston) Railway Act, 1859;" (22 and 23 Vic., cap. 2), and also the stations belonging to the London and North Western Railway Company at Liverpool, and the railways, approaches, conveniences, and works lying between the Edgehill to Garston Railway, and the said stations, and all the machinery, offices, and works connected with the said portions of railway and stations, and in like manner to use

the Manchester South Junction and Altrincham Railway, and all the stations, approaches, machinery, and works connected with the same railway, and also the London-road station, at Manchester, belonging to the London and North Western Railway Company, and the Manchester, Sheffield, and Lincolnshire Railway Company, jointly or severally, and the approaches, offices, machinery, and works connected therewith, and the railways traversing the same, and also so much of the London and North Western Railway, as lies between the said London-road station, and the Ardwick station, of the same railway, in Manchester; it being the object of the said Bill to enable the Saint Helens Company, and all companies and persons using their railway, to have free communication with engines and carriages of all sorts, for all traffic between Liverpool and Manchester, or places beyond Manchester passing over the Saint Helens Railway, and for all traffic passing between the said railway and Liverpool on the one hand, and Manchester or places beyond Manchester on the other hand.

The Bill will provide for the conditions to be performed by the Saint Helens Company, and for the payments to be made by them, whether in gross or periodically, or in the shape of tolls or otherwise, in consideration of such use; or it will provide for the settlement of these matters by arbitration.

The Bill will, for the foregoing purposes, vary and extend the powers and provisions of the Act (local and personal), 8 and 9 Vic., cap. 117, and of the other Acts relating to the Saint Helens Company; also of the Act 9 and 10 Vic., cap. 204, and of the other Acts relating to the London and North Western Railway Company; also of the Act 8 and 9 Vic., cap. 111, and the other Acts relating to the Manchester South Junction, and Altrincham Railway Company; also of "The Manchester London-road Station Act, 1859."

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.

J. and E. Whitley and Thomson, Liverpool, Solicitors for the Bill.

Burnham Tidal Harbour and Railways.

(Construction of Railways from the Somerset Central Railway, also of a Pier or Jetty; Conversion of Part of the River Brue into a Tidal Harbour and Regulation of the Access thereto; Provisions as to Appointment of Harbour Master and as to Pilotage; Powers of Construction, &c., to a Company to be Incorporated or to the Somerset Central Railway Company; Powers to Authorise that Company and the Bristol and Exeter Railway Company to Subscribe, &c.; Working Arrangements with those Companies and with the Dorset Central Railway Company; Powers as to Steam and other Vessels; Powers to make Arrangements with the Corporation of the borough of Bridgewater; 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 objects and purposes following (that is to say):
Railway No. 1. To construct and maintain a railway (hereinafter referred to as Railway No. 1.) with all proper stations, works, and conveniences connected therewith, commencing from and out of the Somerset Central Railway, in the parish of Burnham, in the county of Somerset, at

a point thereon, 21 chains or thereabouts south-eastward of the Burnham passenger station on that railway, and terminating in the said parish of Burnham at or near high water-mark on the south eastern bank of the River Parret, at a point on such bank, six chains and one half chain, or thereabouts, south-westward of the south-east end of the pier or jetty at Burnham, belonging to the Somerset Central Railway Company, which said railway No. 1, will be made wholly in the said parish of Burnham, in the said county of Somerset.

Railway No. 2. Also to construct and maintain a railway (hereinafter referred to as Railway, No. 2) with all proper stations, works, and conveniences connected therewith, commencing from and out of the said Somerset Central Railway, in the said parish of Burnham and county of Somerset, at a point thereon at or near the quarter mile post which stands on that railway 23 chains or thereabouts north-west of the point where the Somerset Central Railway crosses the turnpike-road leading from Bridgwater to Cross and Bristol, and terminating in or near a field or close of land known by the name of "The Seven Acres," belonging to William Morse as trustee for Robert Daunton and his children, and in the occupation of William Poole, situate in the said parish of Burnham, in the said county of Somerset, and numbered 415 on the Tithe Apportionment Map and Survey of the said parish of Burnham, deposited at the Diocesan Registry Office, at Wells, in the said county, which said railway No. 2 is intended to be made wholly in the said parish of Burnham.

To construct and maintain a pier, jetty, landing-place, or timber-gearing in continuation of the Railway No. 1, with all proper works and conveniences connected therewith, and communications between the same and the said Railway No. 1; such pier, jetty, landing-place, or timber-gearing, commencing by a junction with the said Railway No. 1, at a point where the said Railway No. 1, is intended to terminate as aforesaid, and terminating at low-water mark on the south-eastern bank of the River Parret, at a point on such bank eight chains, or thereabouts, south-westward of the north-westernmost end of the said pier or jetty at Burnham, belonging to the Somerset Central Railway Company, which said intended pier, jetty, landing-place, or timber-gearing, and the works connected therewith, will be made wholly in or abutting upon the said parish of Burnham, in the said county of Somerset.

To embank, widen, deepen, and improve that part of the River Brue, in the county of Somerset, which lies between a point on the northern bank of the said river (such point being 11 chains, or thereabouts, in a north-westerly direction, from the point where the said Somerset Central Railway crosses the turnpike road leading from Bridgwater to Cross and Bristol), and a point on the said northern bank of the said river, at or near and on the west of certain bars called or known by the name of Burnham Bars, and which bars are situate at or near the confluence of the said river with the River Parret, and to convert the said part of the said River Brue into a tidal harbour, which part of the said River Brue is situate, and the works to be executed in connection therewith will be made in the parishes of Burnham and Huntspill, or one of them, in the said county of Somerset.

And provision will be made in the said intended Act for improving, dredging, and preserving that part of the said River Brue, which lies between the points lastly hereinbefore referred to and so proposed to be embanked, widened, and converted as aforesaid, and for preventing any obstruction or

impediment therein or in the entrance thereto, or in the said intended harbour.

And provision will also be made in the said intended Act for improving, dredging, and preserving so much of the River Parret, as lies contiguous and is necessary to facilitate the access or approach to the said pier, jetty, landing-place, or timber-gearing, and to the entrance to the said harbour.

And provision will also be made in the said intended Act for the construction, erection, maintenance, and repair of all necessary and proper stations, sidings, shipping-places, wharfs, staiths, jetties, landing-places, timber-gearing, cranes, drops, approaches, dolphins, guide-piles, buoys, lights, beacons, moorings, mooring-posts, and other works and conveniences, in connection with and for the better use and occupation of the said intended railway, pier, jetty, landing-place or timber-gearing and harbour, and other works, and of the said River Brue and entrance thereto.

And it is proposed by the said intended Act to take powers to deviate from the lines and levels of the intended railways, pier, jetty, landing-place, timber-gearing, harbour, and other works to the extent and within the limits shown on the plans and sections to be deposited as hereinafter mentioned, or to be mentioned in the said Act.

And it is also proposed by such intended Act to take power to alter, divert, or stop up all turnpike and other roads, railways, tramways, aqueducts, cuts, canals, locks, streams, rivers, drains, and embankments within or adjoining to the aforesaid parishes and other places, or any of them, and which it may be necessary in any way to interfere with in carrying the said intended Act into execution.

And it is also proposed by the said intended Act to take powers to purchase lands, houses, and hereditaments, by compulsion or agreement, for the purposes of the said intended Act, or any of them, and to vary, repeal, or extinguish, all rights and privileges in any manner connected with the lands, houses, or hereditaments proposed to be purchased or taken, or which would in any manner impede or interfere with the objects of the said intended Act, or any of them, and to confer other rights and privileges.

And it is also proposed by such intended Act to take powers to levy tolls, rates, dues, duties, rents, and charges, and to demand other payments for and in respect of the use of the said intended railways, pier, jetty, landing-place, harbour, timber-gearing, and other works, and the conveniences and accommodation connected therewith, and to alter existing tolls, rates, and duties, and to grant exemptions from the payment of tolls, rates and duties, and also to make and enforce bye-laws, rules, and regulations for the management, use, and safety of the said intended works and conveniences and accommodation, and with reference to the navigation, anchorage, and mooring of vessels.

And it is also proposed by such intended Act to provide for the appointment, regulation, and remuneration of a harbour-master or harbour-masters and of pilots, and for the pilotage of vessels frequenting the said intended harbour, and other works, and, so far as may be necessary or expedient, to alter, or repeal so much of the Act (local and personal), 47 Geo. III., cap. 33, as has reference to the pilotage of vessels passing east of Lundy Island in the Bristol Channel.

And it is also proposed by the said intended Act to incorporate a Company for the purpose of making and maintaining the said railways, pier, jetty, timber-gearing, landing-place, harbour, and other works, or some or one of them, or to enable

the Somerset Central Railway Company to make and maintain the same, or some, or one of them, and to delegate to that Company the execution of all or any of the powers of the said intended Act, and to authorise the Somerset Central Railway Company to apply any capital or funds now or hereafter belonging to them, or under the control of their directors, to the purpose or purposes of the said intended Act; and also to authorise the Somerset Central Railway Company for the several purposes aforesaid, or any, or either of them, to raise money, and to increase their capital, either by borrowing on mortgage or bond, or by the creation of new or additional shares or stock, or by both, or either of such means; and either with or without a preference or priority with respect to the payment of dividends or interest, and other special rights and privileges as they may think fit, and on such terms and conditions, and in such manner as Parliament shall authorise or direct; and also, in the event of a Company being incorporated to carry into execution the objects and purposes of the said intended Act, to enable the Somerset Central Railway Company to appoint a director or directors of, and to vote at meetings of, such intended Company.

And it is also proposed by the said intended Act to take powers to lay down either the broad gauge or the narrow gauge, or, if deemed expedient, both of such gauges, on the intended railways and other works, or any, or either of them.

And it is also proposed by the said intended Act to authorise the Bristol and Exeter Railway Company and the Somerset Central Railway Company, both, or either of them, to contribute funds towards the construction, use, and maintenance of the said intended railways, pier, jetty, landing-place, timber-gearing, and other works, or some, or one of them, and to take and hold shares in, and subscribe for, or towards the intended undertaking, or part thereof, and to raise capital, either by borrowing on mortgage or bond, or by the creation of new shares, either with or without a preference or priority in payment of dividends or interest, or to apply capital now in their possession or control for the purpose or purposes aforesaid, or any or either of them.

And it is also proposed by the said intended Act to provide that any shares or stock which may be created for all, or any of the purposes of the said intended Act by the Somerset Central Railway Company, shall constitute a separate stock, or separate stocks, distinct from the other shares and stock in the said Somerset Central Railway Company, and that the receipts and expenditure of the said intended railways, pier, jetty, and other works, shall, as regards both capital and revenue accounts, be kept distinct and separate from those applicable to the undertaking of the said Somerset Central Railway Company, as now authorised, and that the profits, or some part thereof, derived from the last-mentioned intended works shall be set apart for the persons contributing the funds for the formation thereof, and others interested therein.

And it is also proposed by the said intended Act to authorise the Company so proposed to be incorporated as aforesaid, and the Somerset Central Railway Company, or either of them, to enter into such contracts and agreements between themselves mutually, or between either and the other of them, and between either or both of them, and the Bristol and Exeter Railway Company, and the Dorset Central Railway Company, or either or both of such last-mentioned Companies, with respect to the working, use, management, construction, and maintenance of the said intended railways, pier, jetty, and other works, or any or either of them; and the conduct, management, working,

and direction of the traffic thereon, or on any part or parts thereof; and the division and apportionment of such traffic, and the tolls, rates, and charges arising therefrom, between and amongst the said Companies, or any or either of them; and for enabling such Companies, or any or either of them, to appoint a joint committee for carrying into effect any such contracts or arrangements; and to exercise, by means of such joint committee or otherwise, such of the rights, powers, or privileges, whether with reference to the levying of tolls, rates, and duties, or otherwise, now or hereafter vested in, or belonging to the said Companies, or any or either of them, and all such other rights, powers, and privileges, as may be necessary or expedient for more effectually carrying into effect any such contracts or arrangements.

And it is further proposed by the said intended Act to take powers to enable the Company authorised by the said Act to carry into execution the objects and purposes thereof; to purchase, build, hire, maintain, and work steam and other vessels for the conveyance of passengers, goods, minerals, merchandise, animals, or things between the said intended railways, pier, jetty, landing-place, or timber-gearing, and other works; and the said pier or jetty at Burnham belonging to the Somerset Central Railway Company, or any or either of them; and Cardiff, Newport, and any other place or port situate on the South Wales Coast, or in the Bristol Channel; and to enable such Company to levy tolls and charges for such steam or other vessels; and also to enable such Company and the mayor, aldermen, and burgesses of the borough of Bridgwater, to enter into such arrangements and agreements as they think fit with respect to the tolls and dues payable to the said mayor, aldermen, and burgesses, by or in respect of vessels using or entering the navigation of the river and bay of Bridgwater, for the purpose of using or being destined for the intended works by this Act authorised, or some of them.

And it is further proposed by the said Act to incorporate all or some of the provisions of "The Lands Clauses Consolidation Act, 1845," "The Railways Clauses Consolidation Act, 1845," "The Companies Clauses Consolidation Act, 1845," and "The Harbours, Docks, and Piers Clauses Act, 1847."

And notice is hereby further given, that maps, plans, and sections of the said intended railways and other works, and plans describing the lands proposed to be purchased, together with a book of reference to such plans, and also a copy of this notice, as published in the London Gazette, will be deposited, on or before the 30th day of November, 1859, with the Clerk of the Peace for the county of Somerset, at his office in Wells, 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 and extra-parochial place in or through which the said intended railways and other works are proposed to be made, together with a copy of this notice, published as aforesaid, will be deposited as follows (that is to say), in the case of parishes with the parish clerk of each such parish, at his residence, and in case of an extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

And it is further intended by the said proposed Act, so far as may be necessary to carry into effect the objects and purposes thereof, to alter, amend, extend, and enlarge or repeal the powers and provisions of the several Acts relating to the following Companies, or some of them, videlicet:—

1st. Local and personal Acts relating to the Somerset Central Railway Company, videlicet,

18 and 19 Vict., cap. 182; 19 and 20 Vict., cap. 102; and 22 and 23 Vict., cap. 56.

2nd. Local and personal Acts relating to the Dorset Central Railway Company, videlicet, 19 and 20 Vict., cap. 135; and 20 and 21 Vict., cap. 139.

And it is further proposed by the said intended Act to alter, vary, extend, amend, and enlarge the Acts relating to the Glastonbury Navigation and Canal, one passed in the eighth year of the reign of his Majesty King George the Fourth, intituled "An Act for Improving and Supporting the Navigation of the River Brue, from the mouth thereof at its junction with the River Parret to Crisp's House, and for making and constructing a Canal from thence to the Town of Glastonbury, in the County of Somerset;" and the other passed in the session of Parliament held in the eleventh and twelfth years of the reign of Her present Majesty, and called "The Bristol and Exeter Railway (Glastonbury Navigation and Canal Purchase) Act, 1848;" also an Act of the eighth and ninth years of the reign of Her present Majesty, intituled "An Act for Improving the Navigation of the River and Bay leading to the Borough of Bridgwater, for maintaining the present Bridge, and extending the Quays within the Borough, and for forming a communication by Road and by Railway between the Quays and the Bristol and Exeter Railway;" or to repeal the said Acts, and grant more effectual powers instead thereof, and to alter, amend, enlarge, repeal, or consolidate the several Acts relating to the Bristol and Exeter Railway, viz., an Act passed in the sixth year of the reign of His late Majesty King William the Fourth, intituled "An Act for making a Railway from Bristol to Exeter, with Branches to the Towns of Bridgwater, in the county of Somerset, and Tiverton, in the county of Devon;" and the several other Acts distinguished in the Queen's printers' copies of the local and personal Acts, as 1 Vict., cap. 26; 3 Vict., cap. 47; 4 and 5 Vict., cap. 41; 8 and 9 Vict., cap. 155; and 9 and 10 Vict., cap. 181; and "The Bristol and Exeter Railway (Branch from Bleadon to Wells, Glastonbury, and Street) Act, 1848;" "The Bristol and Exeter Railway (Taunton and Castle Cary Branch) Act, 1848;" "The Bristol and Exeter Railway Act, 1851;" and "The Bristol and Exeter Railway (Yeovil Branch) Act, 1852;" and "The Bristol and Exeter Railway Act, 1855."

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 this 12th day of November, 1859.

H. and W. Toogood, 16, Parliament-street,
Westminster,
Roche and Swayne, Glastonbury, Somerset,
Solicitors for the intended Act.

Margate Railway.

(Ramsgate Extension. Additional Capital, Running Powers and Amendment of Acts.)

NOTICE is hereby given, that application will be made to Parliament, in the ensuing session, for an Act to empower the Margate Railway Company, hereinafter called "The Company," to make and maintain a railway commencing by a junction with the authorised line of the Margate Railway, in a field numbered 48, in the parish of Saint John the Baptist, Margate, on the deposited Parliamentary plans of the said Margate Railway, at a point one hundred and twenty yards eastward of the public road num-

bered 44 on the said plans, and terminating in the ship-bulding yard in the occupation of Messieurs Miller, Hinds, and Beeching, at a point about one chain east of the Old Refectory Tavern, in the parish of Saint George, Ramsgate, together with all convenient approaches, stations, and other works connected therewith, which intended railway and works will be made or pass from, in, through, or into the several parishes, extra-parochial and other places following or some of them (that is to say), Saint John the Baptist Margate, Saint Peter Broadstairs, Saint Lawrence, Saint George Ramsgate. And it is intended by the said Act to confer upon the Company all necessary powers for effecting the purposes following, that is to say:—To cross, stop up, alter or divert, either temporarily or permanently, any roads, highways, footpaths, streets, railways, tramways, streams, rivers, bridges, sewers, drains, ways and watercourses within or adjoining to the aforesaid parishes, townships, and extra-parochial and other places, or any of them, which it may be necessary or desirable to cross, stop up, alter, or divert for the purposes of the intended railway and works aforesaid. To purchase by compulsion and by agreement lands, houses, and hereditaments for the purposes of the intended railway and works; and to vary or extinguish any rights or privileges connected with such lands, houses, or hereditaments. To levy tolls, rates, and duties upon or in respect of the said intended railway and works, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties. To apply to the purposes of the proposed railway and works any part of the funds which the Company are now authorised to raise, and which may not be required for the purposes of their original undertaking, and to raise further money either as a separate fund from the general capital of the Company, or as a part of such general capital, for the purposes of the proposed railway and works, by borrowing and by the creation of new shares in the Company, with or without any preference or priority in payment of interest or dividend, or special privileges, either perpetual or terminable. To confer, vary, or extinguish other rights and privileges. To authorise the division of the shares in the capital of the Company already raised or authorised to be raised into preferred and deferred half shares, and for defining the rights and privileges to be attached to such half shares. To authorise the Company to change its corporate name. And notice is hereby further given, that power will be taken by the said Act for effecting the following objects (that is to say):—For empowering the Company, and all persons and corporations lawfully using the whole or any part of the authorised or intended railway of the Company, their officers and servants, to run over, work, and use with their engines and carriages of every description, and for the purposes of their traffic, upon such terms as (in default of agreement), shall be settled by the Board of Trade, or by arbitration, all or any part of the respective lines of railway, stations, watering places, engines, sidings, machinery, works, and conveniences of the London, Chatham, and Dover Railway Company.

For effectually securing the due interchange accommodation, protection, and direct and speedy transmission of traffic passing to, from, or over all or any part of the railway authorised or intended of the Company, from, to, or over the railway of the said London, Chatham, and Dover Railway Company, and for ensuring all requisite or desirable facilities for those purposes, and in default of agreement for referring to

the Board of Trade, or to arbitration, the terms and conditions upon which such interchange, accommodation, protection, transmissions and other facilities are to be afforded and effected.

For empowering the Company and the said London, Chatham and Dover Railway Company to enter into and carry into effect contracts and arrangements for or with reference to the construction, maintenance, working, and using by either of the contracting Companies of the railways and works of the other of them, or any part thereof, the supply and maintenance of engines, carriages, stock and plant for the same, the collection, regulation, management, protection and transmission of the traffic thereon, fixing, levying, collection, payment, division, appropriation and distribution of the tolls and other income and profits arising therefrom, and the employment of officers and servants.

For empowering the Company, and the London, Chatham and Dover Railway Company to carry into effect any contracts or arrangements made or to be made between them for any of the purposes aforesaid. For altering (so far as may be necessary for the purposes of the said Act, or of any such contracts or arrangements) the tolls, rates, and duties which the said London, Chatham and Dover Railway Company is authorised to levy, and to confer, vary, or extinguish exemptions therefrom. And it is proposed by the said Act (so far as may be necessary or expedient for the purposes thereof) to alter, amend, repeal, and extend the powers and provisions of the following Acts, or some or one of them, viz. :—“The Herne Bay and Faversham Railway Act, 1857; “The Margate Railway Act, 1859;” “The East Kent Railway Act, 1853;” “The East Kent Railway (Extension to Dover) Act, 1855;” “The Local and Personal Act, 18th and 19th Victoria, cap. 94, relating to the East Kent Railway Company;” “The East Kent Railway (Extension to Dover) Amendment Act, 1857;” “The East Kent Railway (Extension to Dover) Amendment Act, 1858;” and the East Kent Railway (Western Extension) Act, 1858;” and “The London, Chatham and Dover Railway Act, 1859.”

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the intended railway and works, together with a book of reference to such plan, a published map with the line of the said intended 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 Kent, at his office, at Maidstone, in that county, and that on or before the 30th 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 in or through which the said intended railway and works will be made or pass, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection in the case of each such parish, with the parish clerk thereof at his residence, and in the case of each such extra-parochial place, with the parish clerk of the parish immediately adjoining thereto, at his residence, and that on or before the 23rd 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 10th day of November, 1859.

G. F. Holroyd, Secretary to the Margate Railway Company.

Great Southern of India Railway 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 amend or repeal the powers and provisions, or some of the powers and provisions, of “The Great Southern of India Railway Act, 1858,” and to confer upon the Great Southern of India Railway Company further powers for the conversion of shares into stock, and further and larger powers of borrowing money on mortgage or bond, and to authorize them to create debenture stock in lieu of mortgage or bond debt, and other stock, in lieu of share capital, to alter, regulate, and increase their share capital, and to raise any capital, if they shall so think fit, by the issue of preferential or guaranteed shares; also to authorize the division of their capital and that of their mortgage and bond debt into different parts, corresponding with different portions of their undertaking, from time to time to alter the number and amount of the shares in their capital, and to confer upon them further and more effectual powers of enforcing the payment of calls.

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 19th day of November, 1859.

Hoddings, Townsend and Lee, 7, Delahay-street, Westminster, Solicitors for the Bill.

The Thames Tunnel Railway.

(Incorporation of Company; Construction of Railways from the London, Brighton, and South Coast and South-Eastern Railways to the London and Blackwall Railway; and to the Commercial Docks; Widening of those Railways; Powers for the London, Brighton, and South Coast, South-Eastern, London and Blackwall, the London and North-Western, Great Northern, Eastern Counties, and North London Railway Companies; the London Dock, Commercial Dock, and Grand Surrey Docks and Canal Companies to subscribe, &c.; Working Arrangements with the South-Eastern, London, Brighton, and South Coast, London and Blackwall, Eastern Counties, and North London Railway Companies; Provisions as to Transmission, &c., of Traffic; Powers to the Thames Tunnel Company to sell their Undertaking; and Powers for Proposed Company to purchase same; Confirmation of Agreements with that Company; Provisions as to the Dissolution, &c., of that Company, and as to their Debts and Liabilities; Amendment or Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to incorporate a Company, and to confer on such Company powers to make and maintain the railways and works hereinafter described, or some or one of them, or some part or parts thereof respectively, with all proper and necessary stations, works, approaches, and conveniences connected therewith respectively (that is to say),

Railway No. 1.—A railway (hereinafter referred to as Railway No. 1) commencing in the parish of Saint Paul, Deptford, in the county of Surrey, by a junction with the main line or lines of railway belonging to the London, Brighton, and South Coast Railway Company and the South-Eastern Railway Company, or one of them, at or

near a point thereon (and on the west side thereof, where such a line or lines cross "Cold Blow-lane," and terminating in the parish of Saint George, otherwise Saint George in the East, in the county of Middlesex, by a junction with the London and Blackwall Railway, at or near a point thereon where such railway crosses a street or road called or known by the name of "Cannon-street-road," which said Railway No. 1 and works connected therewith will pass from, in, through, or into the several parishes, townships, extra-parochial or other places following, or some of them (that is to say), Saint Paul Deptford, Rotherhithe, Saint Mary Rotherhithe, the shore, bed, and banks of the River Thames, and the Thames Tunnel, in the county of Surrey; Saint Paul Deptford, in the county of Kent; and the shore, bed, and banks of the River Thames, the Thames Tunnel, Saint John Wapping, or Wapping, Saint George, otherwise Saint George in the East, Saint Mary Matfelon, otherwise Whitechapel, Saint Mary Whitechapel, the precinct of Wellclose, in the liberty of Her Majesty's Tower of London, the district of the Tower, the precinct of St. Katherine, in the county of Middlesex; and Saint George in the East, Saint Mary Whitechapel, Saint John Wapping, and the precinct of Wellclose, in the liberty of Her Majesty's Tower of London.

Railway No. 2.—Also a railway (hereinafter referred to as Railway No. 2), commencing in the parish of Saint George, otherwise Saint George in the East, in the county of Middlesex, by a junction with Railway No. 1, at or near a house belonging to Mrs. — Howell, and in the occupation of Frances Harriet Mills, situate in a street called Walburgh-street, being No. 13 in that street, and terminating in the parish of Saint Olave, Hart-street, and the parish of Saint Katherine Coleman, or one of them, in the city of London, at or near a house belonging to William Bucknall, and in the occupation of José Maria Perez and Manual Perez, situate in a street called Crutched-friars, and being No. 36 in that street, and which house adjoins the London terminus or station of the London and Blackwall Railways, commonly called "The Fenchurch-street Station;" which said Railway No. 2 will be made or situate within the parishes, townships, extra-parochial or other places following, or some or one of them (that is to say): Saint George, otherwise Saint George in the East, Saint Mary Matfelon, otherwise Whitechapel, Saint Mary Whitechapel, Saint Botolph without Aldgate, and The Holy Trinity in the Minories, in the county of Middlesex; the Holy Trinity in the Minories, All Hallows Barking, Saint Botolph Aldgate, Saint Olave, Hart-street, Saint Katherine Coleman, and All Hallows Staining, in the city of London.

Railway No. 3.—A railway (hereinafter referred to as Railway No. 3) commencing in the parish of Saint Paul Deptford, in the county of Surrey, by a junction with Railway No. 1, at or near a point under the Greenwich line of the South-Eastern Railway, and which point is four hundred yards or thereabouts, south-east from the booking office of the Commercial Dock station of the said Greenwich line, and terminating in the parish of Saint Paul Deptford, in the county of Surrey, by a junction with the main line or lines of railway belonging to the London, Brighton, and South Coast Railway Company, and the South-Eastern Railway Company, or one of them, at or near a point thereon, and on the east side thereof, where such line or lines cross "Cold Blow-lane," and which said Railway No. 3 will be made wholly in the said parish of Saint Paul Deptford, in the said county of Surrey.

Railway No. 4.—A railway (hereinafter referred to as Railway No. 4) commencing in the parish of Saint Paul Deptford, in the county of Kent, by a junction with the North Kent line of the South-Eastern Railway, at or near a point thereon where such line crosses a street or road called "Rolt-street," and terminating in the parish of Saint Paul Deptford, in the county of Surrey, by a junction with Railway No. 1, at or near the point where Railway No. 3 is intended to commence, and which said Railway No. 4 will pass from, in, through, or into the parishes, townships, extra-parochial and other places following, or some or one of them (that is to say): Saint Paul Deptford, in the county of Kent, and Saint Paul Deptford, in the county of Surrey.

Railway No. 5.—A railway (hereinafter referred to as Railway 5) commencing in the parish of Saint Mary Rotherhithe, in the county of Surrey, by a junction with Railway No. 1, at a point on or near the footpath called "The Half-penny Hatch," leading from the Deptford Lower-road to the general offices of the Commercial Dock Company, and which point is two hundred and thirty yards or thereabouts, from the point where such footpath leaves the said Deptford Lower-road, and terminating in the said parish of Saint Mary Rotherhithe, at a point immediately adjoining to and on the east side of the said general offices of the Commercial Dock Company, and which said Railway No. 5 will be made wholly in the said parish of Saint Mary, Rotherhithe.

And it is also proposed by the said intended Act to confer upon the said Company the following powers:—

In constructing the said Railway No. 2, to authorize the widening and otherwise interfering with the London and Blackwall Railway, and the bridges and works connected therewith, between the point where the said Railway No. 2 will join or approach the said London and Blackwall Railway and the proposed terminus of the said Railway No. 2.

In constructing the said Railway No. 1, to authorize the widening or otherwise interfering with the main line or lines of the London, Brighton, and South Coast, and South-Eastern Railways, or one of them, and the bridges and works connected therewith respectively, for a distance of six hundred and fifty yards, or thereabouts, northward of the point where Railway No. 1 is intended to commence.

In constructing the said Railway No. 3, to authorize the widening or otherwise interfering with the main line or lines of the London, Brighton, and South Coast, and South-Eastern Railways, or one of them, and the bridges and works connected therewith respectively, for a distance of six hundred and fifty yards or thereabouts, northward of the point where Railway No. 3 is intended to terminate.

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

To acquire, appropriate, alter, and adapt to the objects of the undertaking, or some or one of them, "The Thames Tunnel," and either wholly or partially to discontinue its present user by the public as a passenger thoroughfare, and also to discontinue and extinguish the other objects and purposes for which the said tunnel is used, and for which it is authorized to be used.

To stop up, alter, divert, cross, or break up, or otherwise interfere with, either temporarily or permanently, any turnpike or other highways, footpaths, streets, railways, tramways, canals,

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

To make lateral deviations from the lines of the said proposed railways and works to the extent and within the limits defined upon the plans hereinafter mentioned, or in manner to be prescribed by and provided for in the said intended Act; and to purchase, by compulsion or otherwise, lands, houses, hereditaments, and other property, rights, and privileges, for the purposes of the intended undertaking, or any part or parts thereof; and to vary or extinguish any rights or privileges connected with such lands, houses, and hereditaments, and other property, or which will in any manner interfere with the objects and purposes of the said intended Act.

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

And it is further proposed by the said Act to authorize the South-Eastern, the London, Brighton, and South Coast, the London and Blackwall, the London and North-Western, the Great Northern, the Eastern Counties, and the North London Railway Companies, the London Dock Company, the Commercial Dock Company, and the Grand Surrey Docks and Canal Company, or any or either of them, by themselves or others on their behalf, or any other company or companies, and any body or bodies corporate, to subscribe and contribute money towards the expense of the said proposed railways and other works, or any or either of them; and to take, purchase, and hold shares in the Company to be incorporated as aforesaid, and to guarantee such dividend, interest, or other payment on any of the shares of that Company as may be agreed on, and for the purposes aforesaid, or any or either of them; to apply any capital or funds now or hereafter belonging to them respectively, or under the control of their respective directors, or to raise additional capital by the creation of new shares or stock in their several undertakings, either with or without guarantee or priority of payment of interest or dividend, and by borrowing on mortgage or bond, or by one or either of those means, and to fund or issue debenture stock in lieu of the amount so borrowed or authorized to be borrowed, as also to appoint one or more of the directors of the Company so to be incorporated as aforesaid.

And it is further proposed by the said Act to enable the said intended Company, and the South-Eastern, the London, Brighton, and South Coast, the London and Blackwall, the Eastern Counties, and the North London Railway Companies, or any or either of the said last-mentioned Companies, to enter into and carry into effect such contracts, arrangements, or agreements as they may think fit in reference to the working, management, use, and maintenance by the Company or Companies making such contracts, arrangements, and agreements of the said intended railways and works, or any or either of them, and the regulation, management, interchange, working, and direction of the traffic upon or over the said intended railways and works, or any or either

of them, and the railway or railways of the said other Companies or Company parties or party thereto, or any part or parts thereof, and for the use of the said intended railways and works, or any or either of them, of the engines, carriages, trucks, and waggons of the said Companies or Company who may be parties or party to any such contracts, arrangements, or agreements, and for the payment and also the division or apportionment, between the said intended Company and the said other Companies or Company who may be parties to such contracts, arrangements, or agreements, of the tolls, rates, and charges received in respect of such traffic, and of the costs and expenses of such working, management, use, and maintenance; and either entirely, or subject to such deductions or abatements, and after and subject to such applications and appropriations of any parts or portions thereof to any specific or other purposes, or for or in respect of such annual or other payments, and for such other considerations as may be fixed or agreed upon; and for enabling the said intended Company and the said South-Eastern, London, Brighton, and South Coast, and the London and Blackwall, the Eastern Counties, and the North London Railway Companies, or any or either of them, to appoint a joint committee or committees to carry into effect any such contracts, arrangements, or agreements, and to divide and apply such tolls, rates, and charges, or any part thereof, and to exercise by means of such joint committee or committees, or otherwise, such of the rights, powers, and privileges, whether with respect to the conduct and management of such traffic, the levying of tolls, rates, and charges, the use and maintenance of the said intended railways and works, or any or either of them, and the application of moneys in respect thereof, or otherwise to be vested in the said intended Company, and all such other rights, powers, and privileges as may be necessary or expedient for carrying into effect any such contracts, arrangements, agreements, or objects aforesaid.

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

And it is also proposed by the said intended Act to authorize the Thames Tunnel Company to sell and transfer to the said Company so proposed to be incorporated as aforesaid the undertaking, works, lands, and property, and all the rights, powers, privileges, and authorities now vested in or belonging to the said Thames Tunnel Company upon such terms and conditions and for such considerations as may have been or may be agreed on between the said Companies, or as may be deter-

mined in and by the said intended Act, and to authorise the said Company so proposed to be incorporated to purchase, take, exercise, and enjoy the said undertaking, works, lands, and property, and all the rights, powers, privileges, and authorities, upon such terms and conditions and for such considerations as aforesaid:

And it is also proposed by the said intended Act to confirm and give effect to all or any agreements or arrangements made between or on behalf of the Company and the Thames Tunnel Company with reference to all or any of the matters aforesaid, or other the objects and purposes of the said Act:

And it is also proposed by the said intended Act to provide for the dissolution of the Thames Tunnel Company, and the winding up of their affairs, and if necessary to transfer or impose on the said Company so to be incorporated any obligations, debts, or liabilities which the said Thames Tunnel Company are under or subject to, and to make provision for satisfying or otherwise dealing with such obligations, debts, or liabilities in manner to be prescribed by the said intended Act, and to empower the said Company so to be incorporated to raise funds or capital for such purpose or purposes as aforesaid, or for any other purpose or purposes of the said intended Act:

And notice is hereby further given, that on or before the 30th day of November, 1859, maps, plans, and sections, showing the direction, lines, and levels of the said intended railways and works, and the lands and houses to be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office at Lambeth, in the said county; and with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, in the said county; with the Clerk of the Peace for the city of London, at his office at the Sessions House in the Old Bailey; and with the Clerk of the Peace for the county of Kent, at his office at Maidstone, in the said county; and that on or before the same day a copy of so much of the said plans, sections, and book of reference, as relates to each parish or extra-parochial place in or through which the said intended railways and works are proposed to be made, together with a copy of this notice, published as aforesaid, will be deposited for public inspection, as follows (that is to say): with respect to the parish or place of Rotherhithe, or St. Mary Rotherhithe, with the Clerk of the Vestry of that parish, at his residence; with respect to the parish or place of St. George in the East, with the Clerk of the Vestry of that parish, at his residence; with respect to the parish or place of St. Paul, Deptford, with the Clerk of the Greenwich District Board of Parishes; with respect to the parish or place of St. John Wapping, with the Clerk of the Limehouse District Board of Parishes; with respect to the parishes or places of St. Mary Matfelon, otherwise Whitechapel, St. Mary Whitechapel; the precinct of St. Katherine St. Botolph, without Aldgate, the Holy Trinity in the Minories, and the district of the Tower, with the Clerk of the Whitechapel District Board of Parishes; and with respect to all other parishes, with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial place with the clerk of some

parish immediately adjoining thereto, at his residence:

And it is further proposed by the said intended Act, so far as may be necessary for all or any of the purposes thereof, to alter, amend, extend, vary, and enlarge or repeal all or some of the powers and provisions of the several Acts following, or some of them, viz., local and personal Acts relating to the South-Eastern Railway Company, viz., 6 Will. IV., cap. 75; 1 Vict., cap. 93; 2 Vict., cap. 42; 2 and 3 Vict., cap. 79; 3 Vict., cap. 46; 5 Vict., sess. 2, cap. 3; 6 and 7 Vict., caps. 51, 52, and 62; 7 Vict., cap. 25; 7 and 8 Vict., caps. 69 and 91; 8 and 9 Vict., caps. 167, 186, 197, and 200; 9 Vict., caps. 55, 56, and 64; 9 and 10 Vict., caps. 305 and 399; 10 and 11 Vict., caps. 104 and 230; 13 and 14 Vict., cap. 31; 15 and 16 Vict., cap. 103; 16 and 17 Vict., caps. 116, 121, 130, and 156; 18 and 19 Vict., cap. 16; 20 and 21 Vict., cap. 155; and 22 and 23 Vict., cap. 35:

Local and personal Acts relating to the London, Brighton, and South Coast Railway Company, viz., 5 and 6 Will. IV., cap. 10; 6 and 7 Will. IV., cap. 121; 7 Will. IV. and 1 Vict., cap. 119; 1 and 2 Vict., cap. 20; 2 and 3 Vict., cap. 18; 3 and 4 Vict., cap. 129; 6 and 7 Vict., caps. 27 and 62; 7 and 8 Vict., caps. 67, 91, 92, and 97; 8 and 9 Vict., caps. 52, 113, 196, 199, and 200; 9 and 10 Vict., caps. 54, 63, 64, 68, 69, 83, 234, 281, and 283; 10 and 11 Vict., caps. 167, 244, and 276; 11 and 12 Vict., cap. 136; 16 and 17 Vict., caps. 41, 86, 88, and 100; 17 and 18 Vict., caps. 61 and 68; 18 and 19 Vict., caps. 114 and 169; 20 and 21 Vict., cap. 72; 21 and 22 Vict., caps. 57, 84, 101, and 118; and 22 and 23 Vict., cap. 69:

Local and personal Acts relating to the London and North-Western Railway Company, viz., 8 and 9 Vict., caps. 36, 37, 43, 105, 111, 112, 123, 156, 198; 9 Vict., cap. 67; 9 and 10 Vict., caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, 396; 10 and 11 Vict., caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 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., cap. 131; and 22 and 23 Vict., caps. 2, 88, 113, and 126:

Local and personal Acts relating to the North London Railway Company, viz., 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.

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

Local and personal Acts relating to the London and Blackwall Railway Company, viz., 6 and 7 Will. IV., cap. 123; 1 Vict., cap. 133; 2 and 3 Vict., cap. 95; 4 Vict., cap. 12; 5 Vict., cap. 34; 8 and 9 Vict., cap. 203; 9 and 10 Vict., cap. 273; "The London and Blackwall Railway Improvement and Branches to Saint Katherine's and London Docks Act, 1848;" "The London and Blackwall Railway Amendment Act, 1848;" "The London and Blackwall Railway Amendment and Extension of Time Act, 1849;" "The London and Blackwall Railway Act, 1850;" "The London and Blackwall Railway (Branch to Haydon-square) Act, 1851;" "The London and Blackwall Railway (Extension of Time) Act, 1851;" and "The London and Blackwall Railway Act, 1855."

Local and personal Acts relating to the Great Northern Railway Company, viz., 9 and 10 Vict., caps. 71 and 88; 10 and 11 Vict., cap. 148; 11 and 12 Vict., cap. 114; 14 and 15 Vict., cap. 45; 16 and 17 Vict., cap. 60; 18 and 19 Vict., cap. 124; 20 and 21 Vict., cap. 138; 21 and 22 Vict., cap. 113; 22 Vict., cap. 35.

Local and personal Acts relating to the Commercial Dock Company, viz., an Act passed in the 50th year of the reign of King George the Third, intituled "An Act for maintaining and improving the docks and warehouses called the Commercial Docks, and for making and maintaining other docks and warehouses to communicate therewith, all in the parish of Saint Mary Rotherhithe, in the county of Surrey;" an Act passed in the 51st year of the same reign, intituled "An Act to amend and render more effectual an Act of his present Majesty for maintaining and improving the docks and warehouses called the Commercial Docks, in the parish of Saint Mary Rotherhithe, in the county of Surrey, and for extending the powers of the said Act;" an Act passed in the 57th year of the same reign, intituled "An Act to amend two Acts for maintaining and improving the Commercial Docks, in the parish of Saint Mary Rotherhithe, in the county of Surrey;" an Act passed in the 14th and 15th years of the reign of her present Majesty Queen Victoria, called "The Commercial Docks Act, 1851;" and an Act passed in the 22nd year of the reign of her present Majesty, intituled "The Commercial Docks Acts Amendment Act, 1859."

Local and personal Acts relating to the London Dock Company, viz., "The London Docks Act, 1828," "The London Docks Act, 1853," "The London Docks Act, 1856," and "The London Docks Act, 1858."

Local and personal Acts relating to the Grand Surrey Docks and Canal Company, viz., "The Grand Surrey Docks and Canal Act, 1855," and the Acts therein recited or referred to.

Local and personal Acts relating to the Thames Tunnel Company, viz., 5 Geo. IV., cap. 156; 9 Geo. IV., cap. 63; 3 and 4 Will. IV., cap. 121; and 3 and 4 Vict., cap. 1.

And any other Act or Acts relating directly or indirectly to the before-mentioned Companies, or any or either of them.

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 this 12th day of November, 1859.

Dawes and Sons, 9, Angel-court, Throgmorton-street, London.

Solicitors for the intended Act.

London and North-Western Railway.

(No. 1.)

(Power to enter into Agreements with respect to and to use portions of Midland and North-Eastern Railways, near Normanton, and also Normanton Station; Additional Lands and alteration of Bridge and Road at Normanton, Arrangements with Lancashire and Yorkshire, and Oldham, Ashton-under-Lyne, and Guide Bridge Junction Railway Company, as to Stations at Oldham; Discontinuance of Level Crossing at Ordsall-lane, of Road and Footpath at Water-street, and Footpath at Watford; Repeal of Powers over Manchester South Junction and Altrincham Railway; Power to contribute to Kensington Station and North and South London Junction Railway, and to make Agreements; Amendment of Acts, and other purposes.)

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

To authorise and empower the Company to run over and use with engines, carriages, and waggons, so much of the Midland Railway, as lies between the point of junction of that railway with the Lancashire and Yorkshire Railway at Goosehill, near Normanton, and the point of junction of the Midland Railway with the North-Eastern Railway, at or near Altofts, or any part or parts thereof, and also to use the station at Normanton, and all or any watering places, sidings, platforms, works, and conveniences, upon or connected with the said portion of railway, or with the said station at Normanton, and also so much of the North-Eastern Railway as lies between the junction of that railway with the Midland Railway, at or near Altofts, and a point one mile or thereabouts eastwards of such junction, upon such terms and conditions, and on payment of such tolls, rates, and charges, or for such other consideration, either annual or in gross, as may be agreed on between the Company on the one hand, and the Midland Railway Company, the Lancashire and Yorkshire Railway Company, and the North-Eastern Railway Company, or any or either of them, on the other, or as shall be fixed and determined on by or under the provisions of the intended Act, and to require and compel the Midland Railway Company, the Lancashire and Yorkshire Railway Company, and the North-Eastern Railway Company, or any or either of them, to afford all necessary facilities for the passage and transmission of passengers, goods, minerals, and other traffic, from, and to, and over, the said portions of railway, or any part or parts thereof, and into and from the said station at Normanton, as such other conveniences as aforesaid; and if need be to alter and restrict the tolls, rates, and charges, now leviable, and to fix and determine the tolls, rates, and charges, to be hereafter taken upon or in respect of the said portions of railway respectively, or part or parts thereof, and the said station at Normanton, and such other works and conveniences as aforesaid, and to authorise the Company and such other Companies as aforesaid, to levy and take the same or any other tolls, rates, and charges, in respect thereof, and also to enable the Company, and the Midland Railway Company, the Lancashire and Yorkshire Railway Company, and the North-Eastern Railway Company, or any or either of them, to enter into and carry into effect such arrangements and agreements as they may

think fit, in respect of the working, management, maintenance, use, and supervision, by the several Companies respectively, or any or either of them, or by any committee or committees, of the said portions of railway respectively, or any part or parts thereof, and of the said station at Normanton, and such other works and conveniences as aforesaid, and of the traffic upon, or over, or in the same, and for the enlargement, alteration, and re-arrangement, of the said station at Normanton, upon such payment, either annual or gross, or other consideration, and upon such terms and conditions as may be mutually agreed on between the parties, to any such arrangement or agreement, or as may be fixed by or under the provisions of the said intended Act :

To authorise the Company to purchase by compulsion or agreement, certain lands and houses in the townships of Altofts and Normanton, and parish of Normanton, adjoining to and on the north side of that portion of the Midland Railway, which lies between the road leading from Normanton to Altofts, and a point near the junction with the North-Eastern Railway, at Altofts aforesaid, and adjoining to and on the east side of the said road from Normanton to Altofts, and to appropriate the same either for station purposes for the sole use of the Company, or for the enlargement of the existing station at Normanton, and to form junctions between the said lands and the Midland Railway, and the sidings thereof, or one of them :

And also to empower the Company to enlarge the existing bridge in the said township and parish of Normanton, by which the said road from Normanton to Altofts is carried over the Midland Railway, so as to connect the existing station at Normanton, with the lands so proposed to be purchased by the Company, and to alter the inclination of the said road :

To authorise the Company to purchase by compulsion or agreement, certain lands and houses in the townships of Altofts and parish of Normanton, adjoining to and on the south side of the North-Eastern Railway, and adjoining to and on the south side of the Midland Railway, and between the mile post on the Midland Railway, near Altofts Junction, denoting sixty-three and three-quarter miles, and a point on the North-Eastern Railway, about three-eighths of a mile from Altofts Junction, and to appropriate the said lands and houses to the use of the Company, and the North-Eastern Railway Company, or either of them, for station purposes, and to form junctions between the said lands and the North-Eastern Railway, and to enable the Company and the North-Eastern Railway Company, to enter into agreements with reference to the purchase, use, and appropriation of the said lands and houses, or any part thereof :

To empower the Company, on the one part, and the Lancashire and Yorkshire Railway Company, and the Oldham, Ashton-under-Lyne, Guide Bridge Junction Railway Company, or either of them, on the other part, to enter into and carry into effect agreements or arrangements with reference to the management of the station of the Company at Oldham, and of the station of the Lancashire and Yorkshire Railway Company, there known as the Mumps Station, and for the appropriation of any part or parts of the said respective stations to the joint use of the said three Companies, or any two of them, or to the sole and exclusive use of any one of those Companies, and with respect to the vesting of the said stations, or any part or parts thereof, in any one or more of the said Companies, either jointly or severally, and with respect to the maintenance, management, and use, either

by a joint committee or committees, or otherwise, of the said stations, or any part or parts thereof respectively :

To authorise the stopping up and discontinuance as a public thoroughfare of so much of the road or street in the borough of Salford called Ordsall-lane as crosses the railway of the Company on the level; and also the public road and footpath leading from Water-street, in the city of Manchester, along and across the Company's line of railway and premises, and across the Manchester South Junction and Altrincham Railway Company's railway and premises, to Ordsall-lane, in the borough of Salford :

To authorise the stopping up and discontinuance as a public thoroughfare of so much of the public footpath leading from Bushey to Watford as crosses the Company's railway and works near the mile post thereon denoting sixteen and a half miles from London, and for providing another foot path in lieu thereof :

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

To enable the Company to enter into agreements with the Kensington Station and North and South London Junction Railway Company, with respect to the working, use, management, and maintenance of the said station and railway, and the fixing and apportionment of the rates, tolls, and charges in respect of the traffic of the two Companies, and to enable the Company to contribute towards the construction of the said station and railway :

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

To repeal the powers granted by "The Warrington and Stockport Railway Leasing Act, 1859," to the Birkenhead, Lancashire, and Cheshire Junction Railway Company, over and as respects the Manchester South Junction and Altrincham Railway and works :

And for carrying into effect all or any of the above objects, and so far as may be necessary for such purposes, but not further or otherwise, it is intended by the said Act to alter and amend all or any of the powers and provisions of the several (local and personal) Acts following relating to the London and North Western Railway Company, videlicet: 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, 162, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vict., caps. 73, 107, 114, 118, 120, 121, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vict., caps. 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 194; 19 and 20 Vict., caps. 52, 69, and 123; 20 and 21 Vict., caps. 64, 98, and 103; 21 and 22 Vict., caps. 130 and 131; 22 and 23 Vict., caps. 1, 2, 5, 88, 113, 124, 126, and 134; and the Acts relating to the Midland Railway Company (that is to say):

7 and 8 Vict., caps. 19 and 59; 8 and 9 Vict., caps. 38, 49, 56, 90, and 181; 9 and 10 Vict., caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vict., caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vict., caps. 21, 88, and 131; 14 and 15 Vict., caps. 57, 88, and 113; 16 Vict. cap. 33; 16 and 17 Vict., cap. 108; 19 and 20 Vict., cap. 54; and 22 and 23 Vict., caps. 40, 130, and 136; the several Acts following relating to the Lancashire and Yorkshire Railway Company, namely, 1 and 2 Will. IV., cap. 60; 2 Will. IV., cap. 69; 5 Will. IV., cap. 30; 6 and 7 Will. IV., cap. 111; 7 Will. IV., cap. 24; 1 Vict., cap. 25; 2 and 3 Vict., cap. 55; 4 Vict., cap. 25; 7 Vict., cap. 16; 7 and 8 Vict., cap. 82; 8 and 9 Vict., caps. 39, 54, 109, 166, 171, and 172; 9 and 10 Vict., caps. 185, 212, 231, 271, 277, 282, 306, 312, 354, 378, and 390; 10 and 11 Vict., caps. 103, 105, 163, 166, and 221; 11 and 12 Vict., caps. 71 and 115; 12 and 13 Vict., caps. 50 and 74; 13 and 14 Vict., caps. 83, 95, and 99; 14 and 15 Vict., cap. 46; 15 Vict., cap. 96; 15 and 16 Vict., cap. 132; 16 and 17 Vict., cap. 211; 17 Vict., caps. 58 and 59; 17 and 18 Vict., cap. 117; 21 and 22 Vict., caps. 106 and 143; and 22 and 23 Vict., caps. 110 and 129; and the several Acts following relating to the North Eastern Railway Company, namely, 6 Will. IV., cap. 81; 1 Vict., cap. 68; 4 Vict., cap. 7; 5 Vict., Sess. 2, cap. 80; 6 Vict., cap. 8; 7 Vict., caps. 21 and 27; 7 and 8 Vict., cap. 61; 8 and 9 Vict., caps. 34, 57, 58, 84, 92, 104, and 163; 9 Vict., caps. 58, 59, 65, and 66; 9 and 10 Vict., caps. 77, 89, 95, 96, 149, 153, 154, 164, 207, 235, 241, 242, 247, 264, and 330; 10 and 11 Vict., caps. 117, 133, 134, 140, 141, 210, 216, 218, and 219; 11 and 12 Vict., caps. 24, 55, 56, 57, 68, 71, and 81; 12 and 13 Vict., caps. 27, 58, and 60; 13 and 14 Vict., caps. 33 and 53; 14 Vict., cap. 39; 14 and 15 Vict., caps. 47, 84, and 85; 15 Vict., caps. 36, 37, 57, 96, and 114; 15 and 16 Vict., cap. 127; 16 and 17 Vict., caps. 109 and 136; 17 Vict., cap. 73; 17 and 18 Vict., caps. 164 and 211; 20 and 21 Vict., caps. 19, 33, and 46; 21 and 22 Vict., cap. 134; and 22 and 23 Vict., caps. 10, 91, and 100; and the several Acts in such Acts respectively, or any of them, recited or referred to; and also "The Oldham, Ashton, and Guide Bridge Junction Railway Act, 1857;" and also "The Kensington Station and North and South London Junction Railway Act, 1859."

And notice is hereby also given, that on or before the thirtieth day of November in the present year, plans describing the lands which may be taken under the powers of the intended Act, and plans and sections of the proposed new works, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited with the Clerk of the Peace for the West Riding of the county of York, at his office in Wakefield, and that on or before the said thirtieth day of November, a copy of the said plans and sections, and book of reference, together with a copy of this notice as published in the London Gazette, will be deposited with the parish clerk of the parish of Normanton, at his residence.

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

Dated this 14th day of November, 1859.

S. Carter.

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

London and North-Western Railway (No. 3).

(Huyton to Moore.)

(New line of Railway and Branch to the Saint Helen's Canal and Railway. — Additional Capital.—Amendment of Acts; and other Purposes.)

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

To authorize and empower the Company to make and maintain the following railways, or one of them, with all proper stations, approaches, works, and conveniences connected therewith, that is to say: A railway to commence from, and out of, and by a junction with, their railway, in the township of Kekewick, in the parish of Run-corn, in the county of Chester, about half a mile south of the Moore station of the Company, to pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say; Run-corn, Aston, Daresbury, Kekewick, Moore, Norton, Norton Grange, Higher Walton, Lower Walton, Fidler's Ferry, Marshgate, Walford, Stockham, Astmore, and Great Budworth, or some of them, all in the county of Chester; West Bank, Cuerdley, Widnes, Upton-within-Widnes, Upton, Widnes-within-Appleton, Appleton, Speke, Childwall, Penketh, Great Sankey, Farnworth, Farnworth-within-Widnes, Ditton, Little Tarbock, Tarbock, Hale, Halewood, Doe Green, Halsncad, Cronton, Rainhill, Bold, Whiston, Huyton, and Prescot, or some of them, all in the county of Lancaster; and to terminate by a junction with the Company's railway at or near their Huyton Quarry Station, in the parish of Huyton, in the county of Lancaster.

Also a branch railway to commence by a junction with the last-mentioned proposed railway, at or near the point where such proposed railway crosses the public road at Doe Green, and to terminate at and by a junction with the existing railway of the Saint Helens's Canal and Railway Company, at or near the point where such railway passes the road leading to Penketh Hall, all within the township of Penketh and parish of Prescot, in the county of Lancaster.

To empower the Company to purchase lands and houses by compulsion or agreement, for the purposes of the intended Act.

To vary and extinguish all existing right and privileges connected with any lands and houses proposed to be purchased for the purposes of the intended Act, which would in any manner impede or interfere with such purposes, or any of them, and to confer other rights and privileges.

To authorize 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.

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

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

And it is proposed by the intended Act to alter, amend, extend, and enlarge, or to repeal some of the powers and provisions of the several Acts of Parliament following, or some of them, relating to the Company, that is to say; local and personal Acts 8 and 9 Vic., caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vic., cap. 67; 9 and 10 Vic., caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 243, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vic., caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 284; 11 and 12 Vic., caps. 58, 60, and 130; 12 and 13 Vic., cap. 74; 13 and 14 Vic., cap. 28; 14 and 15 Vic., cap. 94; 15 Vic., caps. 98 and 105; 16 and 17 Vic., caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vic., caps. 201 and 204; 18 and 19 Vic., caps. 172 and 194; 19 and 20 Vic., caps. 52, 69, and 123; 20 and 21 Vic., caps. 64, 98, and 108; 21 and 22 Vic., cap. 131; and 22 and 23 Vic., caps. 1, 2, 5, 88, 113, 124, 126, and 134.

And notice is hereby also given, that on or before the thirtieth day of November instant, a published map and plans, and sections, describing the lines, and levels of the proposed works, with a book of reference to such plans, and copy of this notice as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Chester, at his office at Chester, and with the Clerk of the Peace for the county of Lancaster, at his office at Preston, and that copies of so much of the said plans, sections, and book of reference as relate to the several parishes and extra-parochial places in or through which the said intended works are proposed to be made, together with a copy of this notice as published in the London Gazette, will, upon or before the said thirtieth day of November, be deposited as follows, viz:—In the case of parishes, with the clerks of such parishes respectively at their respective places of abode, and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place.

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

Dated the 14th day of November, 1859.

*S. Carter,
Swift, Wagstaff, and Blenkinsop.*

London and North Western Railway (No. 4).

(Huyton and Warrington (new Line of) Railway; Branch at Warrington, and Branch to join the Saint Helen's Canal and Railway; Additional Capital; Amendment of Acts; and other Purposes.)

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

To authorise and empower the Company to make and maintain the following railways, or some of them, with all proper stations, approaches, works, and conveniences connected therewith (that is to say): a railway to commence at and by a junction with the Company's railway at or near their Huyton Quarry station, in the township and parish of Huyton, in the county of Lancaster, and to terminate at and by a junction with the

Company's railway, at or near the point where the same railway crosses underneath the road called Froghall-lane, in the township and parish of Warrington, in the county of Lancaster, and which said intended railway, and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial and other places following (that is to say): Huyton, Prescot, Whiston, Rainhill, Cronton, Bold, Halshead, Widnes, Upton-within-Widnes, Upton, Widnes-cum-Appleton, Widnes-within-Appleton, Appleton, Guerdley, Doe-green, Penketh, Graystone-heath, Great Sankey, Little Sankey, Farnworth, Farnworth-within-Widnes, Ditton, Little Tarbock, Tarbock, Sutton, Warrington, Saint Paul Warrington, or some of them, all in the county of Lancaster.

Also a branch railway, to commence by a junction with the last-mentioned proposed railway, at or near the point where such proposed railway crosses the public road at Doe-green, and to terminate at and by a junction with the existing railway of the Saint Helen's Canal and Railway Company, at or near the point where such railway passes the road leading to Penketh Hall, all within the township of Penketh and parish of Prescot, in the county of Lancaster.

Also a branch railway, to commence by a junction with the Company's railway, near to and southwards of their station at Warrington, and to terminate at and by a junction with the existing railway belonging to the Birkenhead Railway Company, and the Warrington and Stockport Railway Company, or one of them, at or near and southwards of the Arpley station at Warrington, belonging to the Warrington and Stockport Railway Company and Saint Helen's Canal and Railway Company, which branch railway and works will pass from, in, through, or into, or be situate within, the township and parish of Warrington, in the county of Lancaster.

To enable the Company to purchase lands and houses, by compulsion or agreement, for the purposes of the intended Act, and to vary and extinguish all existing rights and privileges in any manner connected with such lands and houses, which would in any manner impede or interfere with any of the objects of the intended Act, and to confer other rights and privileges.

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

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

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

And it is intended by the said Act, to alter, amend, extend, and enlarge, all or any of the powers and provisions of the following Acts, relating to the London and North Western Railway Company, viz.: local and personal Acts, 8 and 9 Vic. caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vic. cap. 67; 9 and 10 Vic. caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396;

10 and 11 Vic. caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vic. caps. 58, 60, and 130; 12 and 13 Vic. cap. 74; 13 and 14 Vic. cap. 36; 14 Vic. cap. 28; 14 and 15 Vic. cap. 94; 15 Vic. caps. 98 and 105; 16 and 17 Vic. caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vic. caps. 201 and 204; 18 and 19 Vic. caps. 172 and 194; 19 and 20 Vic. caps. 52, 69, and 123; 20 and 21 Vic. caps. 64, 98, and 108; 21 and 22 Vic. cap. 131; and 22 and 23 Vic. caps. 1, 2, 5, 88, 113, 124, 126, and 134.

And notice is hereby also given, that on or before the thirtieth day of November instant, maps, plans, and sections describing the lines and levels of the proposed works, and plans of the lands and property proposed to be taken under the powers of the intended Act, with books of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Lancaster, at his office in Preston, and that copies of so much of the said plans, sections, and books of reference as relates to the several parishes and extra-parochial places, in or through which the said intended works are proposed to be made, or the said lands are situate, together with a copy of this notice as published in the London Gazette, will be deposited on or before the said thirtieth day of November, as follows (that is to say): in the case of parishes, with the clerks of such parishes respectively, at their respective places of abode; and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place.

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

Dated the 14th day of November, 1859.

S. Carter.

Swift, Wagstaff, and Blenkinsop.

London, Brighton, and South Coast Railway.

(Deviations of Coast Lines, with New Bridges over the Arun and Ouse; Abandonment of portions of existing Lines, and of existing Bridges; New Lines to the Mid-Sussex Railway to Arundel, Littlehampton, and Bognor; New Channel for the Arun, alteration of West End of London and Crystal Palace Railway, and Junction with West London Extension Railway; Further Powers for carrying out the Purchase and Sale of West End of London and Crystal Palace Railway; Power to enter into arrangements with the London and North Western, Great Western, West London, and West London Extension Railway Companies; Purchase of Old Shoreham Bridge, &c.; Further Capital and Borrowing Powers; Preference Shares and Stock Contribution and Guarantee to Mid-Sussex and Midhurst Junction Railway Company; Traffic Arrangements with London and South Western Railway Company; Alteration of Tolls; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to confer further powers upon the London, Brighton, and South Coast Railway Company (hereinafter called the Company), and to authorise the Company to make and maintain the railways and works, and to effect the objects following, or some of them (that is to say):—

1st. To make and maintain a deviation railway (No. 1), commencing in the parish of Ford, in the county of Sussex, by a junction with the existing line of the London, Brighton, and South Coast Railway, at or near the Ford Station on that line, and terminating in the parish of Leominster, in the same county, by a junction with the said existing line of the said London, Brighton, and South Coast Railway, at or near the bridge (No. 248) on that line, carrying an occupation road over that line; and also in the course of such intended railway, to make a new bridge for carrying the same over the River Arun; and which said intended railway and bridge will be wholly situate in the said parishes of Ford and Leominster.

2nd. To make and maintain a railway (No. 2), commencing in the said parish of Leominster, near the bridge which carries the existing line of the London, Brighton, and South Coast Railway over the River Arun there, and forming a junction there with the intended railway (No. 1), and terminating in the parish of Hardham, in the county of Sussex, by a junction with the Mid-Sussex Railway, at a point 90 yards, or thereabouts, eastward of the level crossing of that railway, over an occupation road leading from the Arundel and Horsham-road to Sharp's Mill; and which said intended railway (No. 2), will be made or pass from, in, through, or into the several parishes, townships, extra-parochial, and other places of Leominster, Rustington, Warningcamp, Burpham, South Stoke, North Stoke, Houghton, Amberley, Bury, Coldwaltham, Greatham, and Hardham, or some of them, all in the county of Sussex.

3rd. To make and maintain a tramway (No. 3), commencing in the said parish of Leominster, by a junction with the said intended railway (No. 2), in or near a certain field, called Little Hanger, numbered 127 in the tithe commutation map of that parish, now or late occupied by John Grover Dudding, and lying between Hell House and a plantation belonging to the Duke of Norfolk there, and terminating in the parish of Arundel, in the county of Sussex, at or near the southward end of the wharves and premises now or late occupied by Thomas Marshall and William Fry, on the east side of the River Arun; and which tramway will be wholly situate in the said parishes of Leominster and Arundel.

4th. To make and maintain a railway (No. 4), commencing in the parish of Littlehampton, in the county of Sussex, in or near a field adjoining the ferry road, on the eastward side of that road, and now or late occupied by Thomas Staples, and terminating by a junction with the intended railway (No. 1), in the said parish of Leominster, near the bridge carrying the existing line of the London, Brighton, and South Coast Railway over the River Arun there, and which intended railway (No. 4) will be made, or pass from, in, through, or into the several parishes, townships, extra-parochial, and other places of Littlehampton and Leominster, or one of them, all in the county of Sussex.

5th. To make and maintain a railway (No. 5.) commencing in the parish of Barnham, in the county of Sussex, by a junction with the existing line of the London, Brighton, and South Coast Railway there, at a point 180 yards, or thereabouts, eastward of the centre of a bridge which carries that line over the public highway leading from Yapton to Eastergate; and terminating in the parish of Bersted, otherwise South Bersted, in the county of Sussex, in or near a field at the north end of Dorset Gardens, belonging to the Duke of Richmond, and occupied by George Randall, and adjoining the public road leading from the town

of Bognor to the village of South Bersted. And which intended railway (No. 5) will be made or pass from, in, through, or into the parishes, townships, extra-parochial, and other places of Barnham, Eastergate, Aldingbourne, and Bersted, otherwise South Bersted, or some of them, all in the county of Sussex.

6th. To make and maintain a deviation railway (No. 6) commencing in the parish of Southover, in the county of Sussex, by a junction with the existing Hastings line of the London, Brighton, and South Coast Railway, 286 yards, or thereabouts, westward of the point where that existing line crosses the river Ouse; and terminating in the parish of South Malling, in the county of Sussex, by a junction with the same existing line, about 310 yards eastward of the aforesaid point of crossing of the River Ouse, and in the course of the said deviation railway to construct a new bridge for carrying the same over the River Ouse there; and which said intended railway (No. 6) and bridge will be wholly situate in the said parishes of Southover and South Malling.

7th. To make and maintain a railway (No. 7) wholly in the parish of St. Mary, Battersea, in the county of Surrey, commencing by a junction with the West End of London, and Crystal Palace Railway, at a point 339 yards, or thereabouts, southward of a foot-bridge carrying a public footway over the said West End of London and Crystal Palace Railway, at or near Longhedge Farm, and terminating by a junction with the authorised line of the Victoria Station and Pimlico Railway, at or near the south end of the bridge intended to carry that railway over the river Thames. And also to form a junction of such proposed railway (No. 7) with the authorised line of the West London Extension Railway, at or near the property numbered 197, in the said parish of St. Mary, Battersea, on the plan deposited with the Clerk of the Peace for the county of Surrey, and referred to in the West London Extension Act, 1859, and to lay down on all or any part of the said intended railway (No. 7) rails and works adapted for the broad as well as narrow gauge.

8th. To authorise the Company, and the London and North Western, the Great Western, the West London, and West London Extension Railway Companies respectively, or any or either of them, to enter into, and carry into effect, any contracts, agreements, or arrangements, with reference to the maintenance, working, and use by the London and North Western, Great Western, West London, and West London Extension Railway Companies, or any or either of them, of all or any part of the proposed railway No. 7, or all or any part of the West End of London and Crystal Palace Railway, and the stations, sidings, works, and conveniences connected therewith respectively, the management, booking, collection, transmission, and delivery of the traffic of such railways, or either of them, 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 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.

9th. To relinquish and discontinue the use of (firstly) that portion of the existing line of the London, Brighton, and South Coast Railway, which lies between the intended commencement and termination of the deviation railway (No. 1), as hereinbefore described; (secondly,) the bridge by which that portion of the line is carried over the River Arun; (thirdly,) that portion of the

existing Hastings line of the London, Brighton, and South Coast Railway, which lies between the intended commencement and termination of the deviation railway (No. 6), as hereinbefore described; (fourthly,) the bridge by which the last mentioned portion of line is carried over the River Ouse; and (fifthly,) so much of the West End of London and Crystal Palace Railway as is rendered unnecessary by the deviation railway (No. 7); and to sell and dispose of all or any part of the land, sites, and materials, of those three portions of line and bridges which the Company may not require for the purposes of their undertaking.

10th. To repeal so much of the provisions of the West London Extension Railway Act, 1859, as enables the Company thereby incorporated to take lands, and make as part of their main line, a railway between certain property numbered on the plans referred to in the said Act 197, in the said parish of St. Mary, Battersea, and the authorized termination of such main line in that parish, and to empower and require that Company to abandon the making of such portion of their main line, and the works connected therewith.

11th. To make (in connection with the intended railway, No. 2) a new cut or channel for the River Arun (to be wholly situate in the parishes of Burpham and South Stoke, or one of them, in the county of Sussex), commencing at or near a point on that river where it divides those two parishes, 420 yards or thereabouts southward of Offham Farm House, and terminating at or near a point on that river where it still divides the same parishes, about 600 yards northward of that farm house, and to divert the waters of the River Arun into and along the said new cut or channel, and to abandon and discontinue the use of, if need be, the existing portion of the bed or channel of the said river between the commencement and termination of the proposed new cut or channel.

12th. To cross, stop up, alter, or divert, either temporarily or permanently, any turnpike and other roads, streets, highways, bridges, footpaths, ways and rights of way, railways, tramways, navigations, towing-paths, canals, aqueducts, rivers, streams, pipes, sewers, drains, and watercourses, within or near the parishes and places aforesaid, which it may be necessary to cross, stop up, alter, or divert, for the purposes of the intended railways, alterations, cut or channel, and works or other the purposes of the proposed Bill.

13th. To purchase, by compulsion and by agreement, lands, houses, and hereditaments, for the purposes of the intended railways, alterations, cut or channel, and works, and other the purposes of the proposed Bill, and to vary, repeal, or extinguish all existing rights and privileges in any manner connected with the lands, houses, hereditaments, roads, ways, and rights of way, streams, sewers or drains, which may be taken or interfered with for the purposes of the said Bill, or which would interfere with the execution of those purposes.

14th. To levy tolls, rates, and duties upon or in respect of the intended railways, alterations, cut or channel, and works, to alter the tolls, rates, and duties which the Company are now authorized to levy, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties.

15th. To make provision for carrying into effect and for confirming the sale made to the Company of part of the undertaking of the West End of London and Crystal Palace Railway Company, and to confer upon both Companies further powers with reference thereto.

16th. To provide for the dissolution of the West End of London and Crystal Palace Railway Company, and to enable that Company, and any shareholders therein respectively, to accept as the consideration or part of the consideration for any such sale, rentcharges, annuities, bonds, mortgages, stock, or shares of the Company.

17th. To authorize and carry into effect contracts or arrangements made or to be made, for any of the purposes aforesaid, between the Company and the last before-named Company.

18th. To alter the tolls, rates, and duties which that Company are now authorized to levy or collect, and to confer, vary, or extinguish exemptions from the payment thereof.

19th. To provide for the maintenance of the said new cut or channel by the Company of Proprietors of the River Arun navigation, and to enable them to levy tolls, rates and duties thereon, or in respect thereof; and to alter the tolls, rates and duties which they are now authorized to take, and confer exemptions therefrom.

20th. To enable the Company to purchase the old Shoreham Bridge over the River Adur, in the parishes of Old Shoreham and Lancing, or one of them, in the county of Sussex, and the ferry over that river, near the bridge, and the roads and approaches thereto respectively, and the lands, houses, rights, powers and privileges connected therewith, and to levy tolls, rates and duties upon or in respect of the same bridge, roads and ferry, and to alter the existing tolls, rates and duties, and to confer, vary, or extinguish exemptions from payment thereof, and other rights and privileges, and to enable the Duke of Norfolk and all other persons interested therein to sell and dispose of the same bridge, ferry, roads, approaches, lands, houses, rights, powers and privileges; to enable the owners of the said bridge and ferry, and the said persons interested therein, and any shareholders therein to accept as the consideration or part of the consideration for such sale, rent charges, annuities, bonds, mortgages, stock, or shares of the Company; to authorize and carry into effect contracts or arrangements made or to be made for any of the purposes aforesaid, between the Company and the owners of such bridge and ferry, or other persons interested therein.

21st. To apply for the purposes of the proposed Bill any funds which the Company have already raised or are now authorized to raise, and other monies of the Company; and to enable the Company to raise further money for all or any of the purposes of the said Bill, or of the general undertaking of the Company; to create new shares and stock in the capital of the Company, with or without any guarantee, or preference, or priority in payment of interest or dividend, and other special privileges; and to confer upon them further powers of issuing mortgages and debentures, and of borrowing money, and of creating debenture stock in lieu of borrowing, or in substitution for or discharge of money borrowed, and to grant rentcharges and annuities.

22nd. To advance money to the Mid Sussex and Midhurst Junction Railway Company on mortgage or bond, and to guarantee the principal and interest of all or any part of the mortgage and bond debt of that Company, and to authorize that Company to give counter securities, and to enable the Company to subscribe or contribute towards, and take shares in, the capital of that Company, and to appoint directors of that Company.

23rd. To authorize the Company and the London and South-Western Railway Company, to enter into and carry into effect any contracts,

agreements, or arrangements, with reference to the interchange of traffic between the railways of those Companies, the management, booking, collection, transmission, and delivery of the traffic of such railways; the fixing, collection, division, apportionment, and appropriation of the tolls and other income arising therefrom, and the tolls or other sums payable, and allowances to be made by each of the contracting Companies to the other of them.

24th. To confer, vary, and extinguish other rights and privileges.

25th. To amend or repeal the powers and provisions, or some of the powers and provisions, of the Acts of Parliament following, or some of them, viz., local and personal Acts, 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, chapters 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, and 100; 17 and 18 Victoria, chapters 61 and 68; 18 and 19 Victoria, chapters 114 and 169; 19 and 20 Victoria, chapters 92 and 105; 20 and 21 Victoria, chapters 60 and 72; 21 and 22 Victoria, chapters 57, 84, 101, and 118; 22 Victoria, chapter 3; and 22 and 23 Victoria, chapters 69, 91, 98, 112, 125, and 134, relating to the Company; 16 and 17 Victoria, chapter 180; 17 and 18 Victoria, chapter 210; 19 and 20 Victoria, chapter 87; 20 and 21 Victoria, chapter 143; 21 and 22 Victoria, chapter 104; and 22 and 23 Victoria, chapter 98, relating to the West End of London and Crystal Palace Railway Company; 20 and 21 Victoria, chapter 133; and 22 and 23 Victoria, chapter 125, relating to the Mid-Sussex Railway Company; 22 and 23 Victoria, chapter 125, relating to the Mid-Sussex and Midhurst Junction Railway Company, "The West London Extension Railway Act, 1859;" and also the Act 21 George 3, chapter 35, for building a bridge over the river Adur, at or near Old Shoreham, in the county of Sussex, and the Local and Personal Act, 11 George 4, and 1 William 4, chapter 63, relating to the road from Brighton to Shoreham, and to building a bridge over the River Adur, at New Shoreham, and to other objects; and also the Act 25 George 3, chapter 100; and (local and personal Acts), 1 and 2 George 4, chapter 62, relating to the Company of Proprietors of the River Arun Navigation; 5 and 6 William 4, chapter 107; 6 William 4, chapters 36, 38, 77, and 79; 7 William 4, and 1 Victoria, chapters 91 and 92; 1 and 2 Victoria, chapters 24 and 26; 2 and 3 Victoria, chapter 27; 3 and 4 Victoria, chapters 47 and 105; 4 and 5 Victoria, chapter 41; 5 Victoria, sess. 2, chapter 28; 6 and 7 Victoria, chapter 10; 7 and 8 Victoria, chapters 3 and 68; 8 and 9 Victoria, chapters 40, 53, 155, 156, 184, 188, 190, and 191; 9 and 10 Victoria, chapters 14, 166, 181, 236, 239, 240, 278, 313, 315, 335, 337, 338, 369, 383, and 402; 10 and 11 Victoria, chapters 60, 72, 76, 91, 101, 109, 149, 154, 226, and 242; 11 and 12 Victoria, chapters 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 13 and 14 Victoria, chapters 6, 7, 44, 98, and 110; 14 and 15 Victoria, chapters 22, 48, 52, 53, 74, and 81; 15 and 16 Victoria, chapters 9, 125, 133, 140, 145, 147, and 168; 16 and 17 Victoria, chapters 121, 153, 175, 204, 209, 210, and 212;

17 and 18 Victoria, chapters 108, 120, 158, 163, 192, 202, 204, 207, 209, 215, and 222; 18 and 19 Victoria, chapter 98; 19 and 20 Victoria, chapters 126 and 137; 20 Victoria, chapter 1; 20 and 21 Victoria, chapters 8, 24, 54, 96, and 158; 21 and 22 Victoria, chapter 88; 22 Victoria, chapter 13; and 22 and 23 Victoria, chapters 1, 40, 64, 76, 120, and 134, relating to the Great Western Railway Company; and 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; 5 George 4, chapter 65; 7 George 4, chapter 96; 6 William 4, chapter 97; 4 Victoria, chapter 105, relating to the West London Railway Company; 22 and 23 Victoria, chapter 134, relating to the West London Extension 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, chapters 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 4, 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 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; 20 and 21 Victoria, chapters 18, 72, 121, and 136; 21 and 22 Victoria, chapters 56, 58, 67, 89, and 101; 21 and 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 notice is hereby also given that, on or before the 30th day of November, 1859, plans and sections of the intended railways, alterations, cut or channel, and works, with books of reference to such plans, a published map with the lines of the intended railways and alterations delineated thereon, and a copy of this notice as published in the London Gazette, will be deposited for public inspection, at the office of the Clerk of the Peace for the county of Sussex, at Lewes, in that county. and at the office of the Clerk of the Peace for the county of Surrey, at Lambeth, in that county; and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and books of reference as relates to each parish and extra-parochial place, in or through which the intended railways, alterations, cut or channel, and works, will be made or pass, with a copy of this notice as published in the London Gazette, will be deposited for public inspection in the case of the parish of St. Mary Battersea, with the clerk of the District Board of Works for the district of Wandsworth at his office at Battersea-rise, in the case of each other 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 23rd day of December, next, printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 12th day of November, 1859.

George Faithfull and Son, Brighton.

Dorset Central Railway.

(Extension of Time for Completion of Works in respect to certain Railways; Abandonment of Railway; Reduction of and Provisions as to Capital, &c.; Amendment of certain Provisions; Powers to Somerset Central Railway Company to subscribe, &c., and appoint Directors; Running Powers to that Company; Running Powers over Somerset Central Railways; Provisions as to Transmission, &c., of Traffic; Amendment or Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to extend the periods respectively limited by "The Dorset Central Railway Act, 1857," for the completion of the additional railways as now authorised to be made, and therein referred to as Railway No. 1, Railway No. 2, Railway No. 3, and Railway No. 5, or some part or parts thereof respectively:

And it is also proposed by the said intended Act, to apply for powers to enable the Dorset Central Railway Company to abandon and relinquish the construction of the additional railway, authorised to be made by the said recited Act, and therein referred to as Railway No. 4, and to repeal or alter all clauses and provisions of the said Act relating to such additional railway so proposed to be abandoned, and to vary, amend, cancel, or extinguish, all contracts, agreements, and arrangements, and all other rights and privileges, liabilities, or obligations connected therewith.

And it is also proposed by the said intended Act to apply for powers to enable the said Dorset Central Railway Company to reduce and limit the amount of capital which they are by "The Dorset Central Railway Act, 1857," authorised to raise by shares, and their powers of borrowing, and if need be to reduce or alter the number and amount of the shares into which the said capital is now divided, and to make new or further provisions

with reference to the arrangement, application, and distribution of the shares and capital, and borrowing powers of the Company, and with reference to the forfeiture of shares in arrear, the acceptance of transfers or surrenders of shares in arrear, and the cancelling and reissue of shares forfeited, surrendered, or transferred, and to enable the Company to make such other arrangements with reference to any of such objects as shall be necessary or expedient.

To empower the said Dorset Central Railway Company, to apply to the purposes of the said intended Act, or some of them, or to their undertaking as authorised by such Act, any funds or capital authorised to be raised by them under their existing Act, or which now or hereafter may belong to them, or may be under the control of their directors, and also to make further provisions for the regulation, and for the augmentation of the capital of the said Company.

To provide that the shares created, or which the said Company are or may be authorised to create, for all or any of the purposes of the said intended Act, or for all or any of the purposes of the additional railways authorised by, and referred to, in the recited Act, shall constitute a separate stock, or separate stocks, distinct from the other shares and stock in the said Dorset Central Railway Company; and that the receipts and expenditure of the said additional Railways and works shall, as regards both capital and revenue accounts, be kept distinct and separate from those applicable to other part or parts of the undertaking of the said Company as now authorised; and that the profits, or some part thereof, derived from the said additional railways and works, shall be set apart for the persons contributing the funds for the formation thereof, and others interested therein.

To amend the provisions of "The Dorset Central Railway Act, 1857," relative to the sum deposited in the Court of Chancery, as therein mentioned, so as to adapt the same, and the bond given in pursuance thereof, and deposited with the solicitor of the Lords of the Treasury, to the reduced capital and altered or new works of the Company.

And it is also proposed by the said intended Act to authorise the Somerset Central Railway Company to subscribe to, and hold shares in, the undertaking of the Dorset Central Railway Company, as now or as may, by the said intended Act, be authorised, and to apply their corporate funds to, or to raise further capital for such 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, and also to enable the Somerset Central Railway Company to vote at meetings of the Dorset Central Railway Company, and to appoint directors thereof.

And to confer, vary, or extinguish other rights and privileges.

And to empower the Somerset Central Railway Company, and all persons and corporations lawfully using their railways, their officers and servants, to run over, work, and use with their engines and carriages of every description, and for the purposes of their traffic of all kinds, upon such terms as (in default of agreement) shall be settled by the Board of Trade or by arbitration, all or any part of the railways now or hereafter belonging to, or authorised to be made by, the Dorset Central Railway Company, and the stations, works, watering-places, engines, sidings, machinery, works, and conveniences belonging thereto, or connected therewith, respectively.

And to empower the Dorset Central Railway Company, and all persons and corporations lawfully using their railways as are now authorised, or as may by the said intended Act be authorised, their officers and servants, to run over, work, and use with their engines and carriages of every description, and for the purposes of their traffic of all kinds, upon such terms as (in default of agreement) shall be settled, by the Board of Trade or by arbitration, all or any part of the railways now or hereafter belonging to, or authorised to be made by, the Somerset Central Railway Company, and the stations, works, watering-places, engines, sidings, machinery, works, and conveniences belonging thereto, or connected therewith respectively.

And provision will also be made in the said intended Act for requiring the London and South Western Railway, the Salisbury and Yeovil Railway, and the Somerset Central Railway Companies respectively to grant all proper and reasonable facilities for the transmission of, and to transmit upon and along their respective railways, or any part thereof, all traffic which having passed over the railways now or hereafter belonging to, or authorised to be made by, the Dorset Central Railway Company, or any or either of them, or any part thereof respectively, may be tendered to them respectively for transmission along their own railways or any part thereof, or which may be tendered to them for transmission along their own railways, or any part thereof, for the purpose of being afterwards conveyed on and along the said railways now or hereafter belonging to, or authorised to be made by, the Dorset Central Railway Company, or any or either of them, or any part thereof respectively, upon, and subject to such rules and regulations, and upon payment of such tolls, rates, and charges as shall, in case of disagreement, be settled by arbitration or otherwise, or as may be fixed and determined in and by the said intended Act.

And it is also intended by the said Act to amend or repeal (as far as may be necessary for the purpose or purposes of the said intended Act) all or some of the powers and provisions of the several Acts following, relating to the following Companies (that is to say), local and personal Acts relating to the London and South Western Railway Company, 4 and 5 Will. IV., cap. 88; 1 Vict., cap. 71; 1 and 2 Vict., cap. 27; 2 and 3 Vict., cap. 28; 4 and 5 Vict., caps. 1 and 39; 7 and 8 Vict., caps. 5, 63, and 86; 8 and 9 Vict., caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Vict., caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vict., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vict., caps. 75, 85, 87, 89, 125 and 157; 51 Geo. III., cap. 196; 12 and 13 Vict., caps. 33 and 34; 13 and 14 Vict., cap. 24; 14 and 15 Vict., cap. 83; 16 and 17 Vict., cap. 164; 18 and 19 Vict., cap. 188; 19 and 20 Vict., cap. 120; 20 and 21 Vict., cap. 136; 21 and 22 Vict., caps. 58, 67, 89, and 101 and 22 and 23 Vict., caps. 31 and 44; local and personal Acts relating to the Salisbury and Yeovil Railway Company, viz., 17 and 18 Vict., cap. 215; 18 and 19 Vict., cap. 62; and 20 and 21 Vict., cap. 121; and 21 and 22 Vict., caps. 67 and 89; and local and personal Acts relating to the Somerset Central Railway Company, namely, 18 and 19 Vict., cap. 182; 19 and 20 Vict., cap. 102; and 22 and 23 Vict., cap. 58:

And also "Lord Rivers' Estate Act, 1857."

And it is also intended by the said Act to alter, amend, and enlarge, and to repeal some of the powers and provisions of "The Dorset Central

Railway Act, 1857," or some part or parts thereof respectively, or otherwise to repeal the said Act, and to consolidate all or some of the provisions thereof, and of the said intended Act into one Act.

And notice is hereby further given, that printed copies of the said intended Act will, on or before the twenty-third day of December, one thousand eight hundred and fifty-nine, be deposited in the Private Bill Office of the House of Commons.

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

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

M. Kemp Welch, Poole;
Solicitors for the intended Act.

Dorset Central Railway.

(Abandonment of Railways; Construction of new Railways; Reduction of and Provisions as to Capital, &c.; Amendment of certain Provisions; Powers to London and South-Western, Salisbury and Yeovil, and Somerset Central Railway Companies to subscribe, &c., and to make Working Arrangements; Powers to Somerset Central Railway Company to appoint Directors of Company; Powers to Somerset Central Railway Company to run over New Lines; Running Powers over Somerset Central Railways; Provisions as to Transmission, &c., of Traffic; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to alter, amend and enlarge, and to repeal some of the powers and provisions of "The Dorset Central Railway Act, 1857," or some part or parts thereof, or otherwise to repeal the said Act, and to consolidate all or some of the provisions thereof and of the said intended Act into one Act:

And it is proposed by the said intended Act to apply for powers to enable the Dorset Central Railway Company to abandon and relinquish the construction of the additional railways as authorised by "The Dorset Central Railway Act, 1857," and therein referred to as railway No. 1, railway No. 2, railway No. 3, railway No. 4, and railway No. 5, and to empower the said Company to make and maintain the railways and works, and to effect the objects following, or some or one of them (that is to say):

To make and maintain, in substitution of the several railways Nos. 1, 2 and 3, so proposed to be abandoned as aforesaid, a railway commencing in the parish of Blandford Saint Mary, in the county of Dorset, by a junction with the line of the said Company, referred to in the said recited Act as the first section of the Dorset Central Railway, and now in course of construction, at a point in a piece of land belonging to the said Company (formerly forming part of a field numbered 3, in that parish, on the plans deposited in respect of "The Dorset Central Railway Act, 1857," with the Clerk of the Peace for the county of Dorset, at his office at Sherborne, in the month of November, one thousand eight hundred and fifty-six), and terminating in the hamlet of Wyke at Champflower, in the parish of Bruton, in the county of Somerset, by a junction with the authorised line of the Somerset Central Railway (Glastonbury to Bruton) now in course of construction, at a point in a piece of land belonging to and in the occupation of the Somerset Central Railway Company or belonging to and in the occupation of John Bicknell Mullins (formerly forming part of a field numbered 27 in that parish on the

plans deposited in respect of the said last-mentioned Act with the Clerk of the Peace for the county of Somerset, at his office at Wells, in the said month of November, 1856), together with all proper stations, approaches, roads and other works and conveniences connected therewith; which said intended railway and works will be made or pass from, in, through, or into the several parishes, townships and extra-parochial and other places following, or some of them (that is to say): Blandford Saint Mary, Langton, Long Blandford, Blandford Forum, Pimperne, Pimperne Warner-ship, Durweston, Stourpaine otherwise Stower-paine, Shilling Okeford alias Shillingstone alias Okeford Hanford, Shilling alias Shillingstone, Beer alias Beer Marsh, Okeford Fitzpain, Okeford Shilling or Shillingstone, Child Okeford, Hammoon alias Hammohun, Sturminster Newton and Stalbridge, all in the county of Dorset; Henstridge, Henstridge Marsh, Temple Combe, Horsington, Horsington, South Cheriton, North Cheriton, Maperton, Wincanton, Wincanton Free Tithel Land, Wincanton Common, Charlton Musgrove or Charlton Musgrave, Shepton Montague or Shepton Montacute, Shepton Montague (extra-parochial), Bruton (extra-parochial), Bruton, Dit-chett, Cole, Lamyatt, Pitcombe alias Pitcomb, Almsford or Ansford and Wyke Champflower, all in the county of Somerset.

Also to make and maintain in substitution of the said railway No. 5, so proposed to be abandoned as aforesaid, a railway commencing in the parish of Temple Combe, in the county of Somerset, by a junction with the said first-mentioned intended railway at a point in a field called or known by the name of "The Home Field" alias "Lye Close," belonging to Mrs. Georgina Peck, and in the occupation of William Stay (which field is numbered 32 in that parish on the plans deposited in respect of "The Dorset Central Railway Act, 1857," with the said Clerk of the Peace for the county of Somerset, in the month of November, one thousand eight hundred and fifty-six), and terminating in the said parish of Temple Combe by a junction with the authorised line of the Salisbury and Yeovil Railway now in course of construction, at a point in a piece of land belonging to or reputed to belong to the Salisbury and Yeovil Railway Company, and in their occupation (formerly forming part of a field numbered 26 in that parish on the plans deposited in respect of the said last-mentioned Act as aforesaid), together with all proper stations, approaches, roads and other works and conveniences connected therewith, which said secondly intended railway and works will be wholly situate in the said parish of Temple Combe, in the said county of Somerset.

Also to make and maintain the railways following, or some or one of them, or some part or parts thereof, together with all proper stations, roads, approaches, works and conveniences connected therewith respectively (that is to say):

Railway No. 1.—A railway (hereinafter referred to as railway No. 1 commencing in the parish of Canford Magna in the said county of Dorset, by a junction with the said first section of the Dorset Central Railway now in course of construction, at a point in a piece of land belonging to and in the occupation of the said Company (formerly forming part of a field numbered 9 in that parish on the plans deposited in respect of the Act authorising the said first section, with the Clerk of the Peace for the county of Dorset, at his office at Sherborne, in the month of November, 1855), and terminating in the said parish by a junction with the line of the London and South-Western Railway, at a point on such line seventeen chains or thereabouts westward of the point where such line

crosses on the level the road or highway leading from Wimborne to Canford Magna at a place called Oakley, and which said railway No. 1 will be made wholly in the said parish of Canford Magna, in the said county of Dorset.

Railway No. 2.—A railway (hereinafter referred to as railway No. 2) commencing in the said parish of Canford Magna, in the said county of Dorset, by a junction with the said first section of the Dorset Central Railway, at a point where railway No. 1 is intended to commence, and terminating in the parish of Saint James, in the town and county of Poole, within the county of Dorset, in or near a garden belonging to Sir Ivor Bertie Guest, Baronet, and in the occupation of Robert White, and adjoining a certain street or highway in Poole aforesaid, called or known by the name of "The Parade," and which said railway No. 2 will be made, or pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them (that is to say): Canford Magna, Corfe Mullen and Lytchett Minster, in the county of Dorset, and Canford Magna, Longfleet and Saint James, in the town and county of Poole, within the county of Dorset.

Railway No. 3.—A railway (hereinafter referred to as railway No. 3) commencing in the said parish of Saint James, at the point where railway No. 2 is intended to terminate as hereinbefore mentioned, and terminating in the said parish of Canford Magna, in the county of Dorset, at a point in a field or plantation, which point is contiguous to and on the north side of a yard or curtilage belonging to an inn called "The Woodman's Tavern," and which field or plantation belongs to and is in the occupation of George Durrant, and is numbered 1054 on the map annexed to the award of the Commissioners for enclosing lands in the parish of Canford Magna and town and county of Poole, and which award is deposited with the Clerk of the Peace for the county of Dorset, at his office at Sherborne, in the said county, which said railway No. 3 will pass from, through, or into the several parishes or other places following, or some of them (that is to say): Saint James, Parkstone, Longfleet, Kinson, and Canford Magna, in the town and county of Poole, within the county of Dorset, and Canford Magna, in the county of Dorset.

Railway No. 4.—A railway (hereinafter referred to as railway No. 4) commencing in the parish of Canford Magna, in the county of Dorset, by a junction with the line of the London and South-Western Railway at a point on such line twenty chains or thereabouts eastward of the bridge carrying the turnpike road leading from Corfe Mullen to Poole, over the said line, and terminating in the said parish of Canford Magna, in the county of Dorset, by a junction with the said intended railway No. 2, in a field belonging to Sir Ivor Bertie Guest, Baronet, and in the occupation of William Grant, and which field adjoins an allotment called "The Turbary Allotment," for Canford Magna, and which said railway No. 4 will be situate wholly in the said parish of Canford Magna, in the county of Dorset.

And it is also proposed by the said intended Act to take powers to effect all or some of the objects and purposes following (that is to say):

To repeal or alter all clauses and provisions of the said "Dorset Central Railway Act, 1857," relating to the several additional railways so proposed to be abandoned, and to vary, amend, cancel, or extinguish all contracts, agreements and arrangements and all other rights and privileges, liabilities or obligations connected therewith.

To make lateral deviations from the lines of the said intended railways and works to the extent

and within the limits described upon the plans hereinafter mentioned, or as may be prescribed by and provided for in the said intended Act.

To cross, stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads and highways, streets, railways, tram ways, aqueducts, canals, towing-paths, streams, drains, pipes, rivers, navigations, and other works within the aforesaid parishes, townships and extra-parochial or other places, or any of them, as it may be necessary to cross, stop up, alter, or divert by reason of the construction of the said railways and works, or any or either of them.

To purchase, by compulsion or otherwise, lands, houses and hereditaments, for the purposes of the said intended railways and works, or any or either of them, and to alter, vary or extinguish all existing rights and privileges connected with such lands, houses and hereditaments, or which would in any manner impede or interfere with the objects and purposes of the intended Act, and to confer, vary or extinguish, other rights and privileges.

To levy tolls, rates and duties for or in respect of the use of the said intended railways and works, or any or either of them, and to alter, vary or extinguish existing tolls, rates and duties, and to confer vary or extinguish exemptions from the payment of tolls, rates and duties.

To enable the said Dorset Central Railway Company to reduce and limit the amount of capital which they are by the said "Dorset Central Railway Act, 1857," authorised to raise by shares, and their powers of borrowing, and if need be to reduce or alter the number and amount of the shares into which the said capital is now divided, and to make new or further provisions with reference to the arrangement, application and distribution of the shares and capital and borrowing powers of the Company, and with reference to the forfeiture of shares in arrear, the acceptance of transfers or surrenders of shares in arrear, and the cancelling and re-issue of shares forfeited, surrendered or transferred, and to enable the Company to make such other arrangements with reference to any of such objects as shall be necessary or expedient.

To empower the said Dorset Central Railway Company to apply to the purposes of the said intended Act, or some of them, any funds or capital authorised to be raised by them under their existing Act, or which now or hereafter may belong to them, or may be under the control of their directors, and also to raise, if necessary additional capital for such purpose or purposes, either by borrowing on mortgage or bond, or by the creation of new or additional shares or stock, or by any or either of such means, of such an amount, in such number, and with such preference or priority as to interest, dividends or otherwise, and on such terms and conditions, and with such special rights and privileges, and in such manner as Parliament shall authorise or direct, and also to make further provisions for the regulation and for the augmentation of the capital of the said Company.

To provide that the shares so to be created, or some of them, shall form part of the general capital of the Company, and shall bear like rateable dividend, and shall confer on the holders thereof like privileges in other respects as any other ordinary shares in the general capital of the Company, or that such shares so to be created as aforesaid, or some of them, shall constitute a separate stock or separate stocks distinct from the other shares and stock in the said Dorset Central Railway Company: and that the receipts and expenditure of the said intended railways and

works shall, as regards both capital and revenue accounts, be kept distinct and separate from those applicable to the undertaking of the said Company as now or as by the said intended Act to be authorised; and that the profits, or some part thereof, derived from the said intended railways and works shall be set apart for the persons contributing the funds for the formation thereof, and others interested therein:

To amend the provisions of "The Dorset Central Railway Act, 1857," relative to the sum deposited in the Court of Chancery, as therein mentioned, so as to adapt the same, and the bond given in pursuance thereof and deposited with the Solicitor of the Lords of the Treasury, to the reduced capital and altered or new works of the Company:

And provision will be made in the said intended Act for effecting the objects following, or some or one of them (that is to say):—

To empower the London and South-Western, the Salisbury and Yeovil, and the Somerset Central Railway Companies, or any or either of them, to contribute funds towards the construction, use, and maintenance of the intended railways and other works, or any or either of them, or some part or parts thereof, respectively, and to take and hold shares in and subscribe for or towards the intended undertaking, or any part or parts thereof, and to raise capital either by borrowing on mortgage or bond, or by the creation of shares, either preferential or ordinary, or to apply capital now in their possession or control respectively, for the purpose or purposes aforesaid, or any or either of them; and to enable the said Companies hereinbefore mentioned, or any or either of them, to enter into such agreements and arrangements with reference to such contribution, and the manner of applying the same for or towards the said intended railways, or any part or parts thereof, as they may think fit, or as may be prescribed by the said intended Act.

To empower the London and South-Western, the Salisbury and Yeovil, and the Somerset Central Railway Companies, or any or either of them, to agree and enter into, and carry into effect contracts, agreements and arrangements with respect to the construction, maintenance, working, use and management of the said intended railways and works, and of the said first section of the Dorset Central Railway now in course of construction, or any or either of them, or any part or parts thereof; and with respect to the supply and maintenance of engines, carriages, stock and plant for the same, or any or either of them, and with respect to the work and management of the traffic thereon, or any part or parts thereof, and the fixing, collection, payment and apportionment of the tolls, fares, and other profits for the use of the same, or any part or parts thereof, as may be thought proper or expedient.

To empower the Somerset Central Railway Company to appoint a director or directors of the Dorset Central Railway Company, and to vote at meetings of that Company.

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

To empower the Somerset Central Railway Company, and all persons and corporations lawfully using their railways, their officers and servants, to run over, work, and use with their engines and carriages of every description, and for the purpose of their traffic of all kinds, upon such terms as (in default of agreement) shall be settled by the Board of Trade, or by arbitration, all or any part of the said intended railways, and of the the said first section, and the stations,

works, watering-places, engines, sidings, machinery, works and conveniences belonging thereto or connected therewith respectively.

To empower the Dorset Central Railway Company, and all persons and corporations lawfully using their railways, as are now authorised, or as may by the said intended Act be authorised, their officers and servants, to run over, work, and use with their engines and carriages of every description, and for the purposes of their traffic of all kinds, upon such terms as (in default of agreement) shall be settled by the Board of Trade, or by arbitration, all or any part of the railways now or hereafter belonging to, or authorised to be made by the Somerset Central Railway Company, and the stations, works, watering-places, engines, sidings, machinery, works and conveniences belonging thereto, or connected therewith respectively.

And provision will also be made in the said intended Act for requiring the London and South-Western Railway, the Salisbury and Yeovil Railway, and the Somerset Central Railway Companies respectively to grant all proper and reasonable facilities for the transmission of, and to transmit upon and along their respective railways, or any part thereof, all traffic which having passed over the said intended railways and the said first section of the Dorset Central Railway now in course of construction, or any or either of them, or any part thereof respectively, may be tendered to them respectively for transmission along their own railways, or any part thereof, or which may be tendered to them for transmission along their own railways, or any part thereof, for the purpose of being afterwards conveyed on and along the said intended railways and the said first section of the said Dorset Central Railway, or any or either of them, or any part thereof respectively, upon and subject to such rules and regulations, and upon payment of such tolls, rates and charges, as shall, in case of disagreement, be settled by arbitration or otherwise, or as may be fixed and determined in and by the said intended Act.

To amend or repeal (as far as may be necessary for the purpose or purposes of the said intended Act) all or some of 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 Will. IV. cap. 88; 1 Vic. cap. 71; 1 and 2 Vic. cap. 27; 2 and 3 Vic. cap. 28; 4 and 5 Vic. caps. 1 and 39; 7 and 8 Vic. caps. 5, 63, and 86; 8 and 9 Vic. caps. 86, 88, 93, 107, 121, 165, 185 and 199; 9 and 10 Vic. caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vic. caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vic. caps. 75, 85, 87, 89, 125, and 157; 51 Geo. III. cap. 196; 12 and 13 Vic. caps. 33 and 34; 13 and 14 Vic. cap. 24; 14 and 15 Vic. cap. 83; 16 and 17 Vic. cap. 164; 18 and 19 Vic. cap. 188; 19 and 20 Vic. cap. 120; 20 and 21 Vic. cap. 136; 21 and 22 Vic. caps. 58, 67, 89, and 101; and 22 and 23 Vic. caps. 31 and 44; the local and personal Acts relating to the Salisbury and Yeovil Railway Company, viz. 17 and 18 Vic. cap. 215; 18 on 19 Vic. cap. 62; and 20 and 21 Vic. cap. 121; and 21 and 22 Vic. caps. 67 and 89; and the local and personal Acts relating to the Somerset Central Railway Company, namely, 18 and 19 Vic. cap. 182; 19 and 20 Vic. cap. 102; and 22 and 23 Vic. cap. 56.

And also "Lord Rivers' Estate Act, 1857."

And notice is hereby further given, that on or before the thirtieth day of November instant, maps, plans, and sections, showing the direction, line, and levels of the said intended railways and

other works, and the lands which may be taken for the purposes of the same, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and of the occupiers of such lands and also a copy of this notice as published in the London Gazette, will be deposited for public inspection with the clerk of the peace for the county of Dorset, at his office at Sherborne in the said county, and with the clerk of the peace for the county of Somerset, at his office at Wells in the said county, and with the clerk of the peace for the county of the town of Poole, at his office at Poole; and that on or before the said thirtieth day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said railways and other works are intended to be made, together with a copy of this notice published as aforesaid, will be deposited as follows (that is to say): in the case of parishes with the parish clerk of each such parish, at his residence, and in case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence.

And notice is hereby further given, that 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 in the present year.

Dated this 12th day of November, 1859.

H. and W. Toogood, 16, Parliament-street,
Westminster,
M. Kemp Welch, Poole,
Solicitors for the intended Act.

Tavistock and Oakhampton Railway.

(Incorporation of Company for making a Railway from Tavistock to Oakhampton; working arrangements with South Devon, and South Devon and Tavistock Railway Companies.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to incorporate a Company, (hereinafter referred to, as "The Company," and to enable the Company to make and maintain the railways hereinafter described, with all proper works, stations, approaches, and conveniences connected therewith (that is to say)—a railway commencing by a junction with the South Devon and Tavistock Railway at the terminus thereof, at or near a place called Saint Johns, in the parish of Tavistock, in the county of Devon, and terminating in the parish of Lidford, in the county of Devon, in a certain field or enclosure called Sercombe's, otherwise Seccombe's Meadow, belonging to Mr. Roger Phillips, and now in the occupation of Valentine Powell, situate on the north-west side of the parish road leading from Lidford village to and terminating at and in the turnpike road leading from Tavistock to Oakhampton, which said termination of the said parish road is adjacent to the Dartmoor Inn in the said parish of Lidford. And a railway commencing by a junction with the intended railway hereinbefore described at the point of termination thereof in the said parish of Lidford, and terminating in the parish of Oakhampton, in the county of Devon, in a certain field or enclosure called Lower Crooked Meadow, belonging to the Honourable Mark Rolle, and now in the occupation of William Ashley, on the south side of the turnpike road leading from Oakhampton to Exeter. And a railway commencing by a junction with the intended railway lastly hereinbefore described at the said point of termination thereof

in the parish of Oakhampton, and terminating in a certain enclosure called Fern Close or Fern Park, belonging to and in the occupation of James Hunt Holley, Esq., on the north west side of the turnpike road, leading from Oakhampton to Crediton, near to the town of Oakhampton, in the parish of Oakhampton, in the county of Devon; which proposed railways and works will be situate in and will pass from through and into the parishes following, or some of them, that is to say, the parishes of Tavistock, Saint Marytavy, Brentor, Lamerton, Lydford, otherwise Lidford, Bridestowe, Sourton, and Oakhampton, otherwise Okehamp-ton, all in the county of Devon.

And it is intended by the said Act to take powers to deviate in the construction of the said proposed railways from the lines and levels delineated on the plans and sections intended to be deposited, as hereinafter mentioned, to such an extent as will be defined on the said plans, and provided by the said Act; and also to cross, alter, divert, and stop up, whether temporarily or permanently, all highways, turnpike and other roads, footways, railways, tramways, bridges, paths, passages, rivers, streams, sewers, watercourses, telegraphic apparatus, and gas and water pipes, so far as may be necessary or expedient for the purpose of making, maintaining, or using the said railways, or any of the works and conveniences connected therewith.

And it is also intended by the said Act to empower the Company so to be incorporated, to purchase, compulsorily and otherwise, the lands, houses, and other property required for the purposes aforesaid; to raise money by the creation and issue of shares, and by borrowing on Mortgage or Bond; to convey passengers, goods and other traffic on the said proposed railways, and other railways communicating therewith; to levy tolls, rates and charges for the use of the said intended 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 Act, to authorise the South Devon Railway Company, and the South Devon and Tavistock Railway Company, or either of them, by themselves or their directors, and for such period or successive periods as may be agreed upon by either or both of the said Companies, and the Company, or as may be fixed by or under the provisions of the said Act, to maintain and manage the said proposed railways and other works, and to work the traffic thereon, and to fix, collect, and apportion the tolls, rates, and charges to be levied in respect of such traffic; as also, if thought expedient, to provide for the appointment by the South Devon Railway Company and the South Devon and Tavistock Railway Company, or either of them, and the Company, or their respective Directors, of a joint committee for superintending or directing the construction, maintenance, management, and use of the said intended railways and other works, and the working of the traffic thereon, and for fixing, collecting, and apportioning the tolls, rates, and charges to be levied in respect of the passage and conveyance of such traffic along the said proposed railways, and along the lines belonging to the South Devon Railway Company, and the South Devon and Tavistock Railway Company, or for some of the said purposes; or to regulate and provide for the said matters, or some of them by the said Act; as also to empower the said Companies, or their respective Directors to enter into agreements with each other in relation to the several matters aforesaid, or some of them,

and to confirm any agreements which may have been or may be entered into, in relation to the said several matters, or any of them.

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

And so far as necessary for these purposes it is proposed by the said intended Act, to repeal, alter, amend, extend, or vary all or some of the powers and provisions of "the South Devon and Tavistock Railway Act 1854," and "the South Devon and Tavistock Railway Act 1858," and the several Acts relating to the South Devon Railway Company, (that is to say) local and personal Acts, 7 and 8 Vic., cap. 68; 9 and 10 Vic., cap. 40; 10 and 11 Vic., cap. 242; 14 and 15 Vic., cap. 53; 17 and 18 Vic., cap. 122; and 20 and 21 Vic., cap. 8.

And notice is hereby given that duplicate plans and sections, describing the lines and levels of the said intended railways, 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 lines of railway delineated thereon, and a copy of this Notice, as published in the London Gazette, will on or before the 30th day of the present month of November, be deposited for public inspection with the Clerk of the Peace for the county of Devon at his office at Exeter; 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 railways are intended to 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 the 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 23rd day of December next, printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1859

Chrstr. V. Bridgman, Tavistock, Devon,
Solicitor for the intended Bill.

Muggeridge and Bell, 26, Duke Street,
Westminster, Parliamentary Agents.

Conway, Llanrwst, and Bettws y Coed,
Railway.

(Incorporation of Company for constructing Railways from the Chester and Holyhead Railway at or near to Conway, to Llanrwst, and Bettws y coed; Powers to use the Stations and Railway of the Chester and Holyhead Railway Company and for the last named Company to subscribe to the proposed undertaking.)

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 the following railways, together with all necessary stations, approaches and other works connected therewith (that is to say.)

First. A railway commencing by a junction with the Chester and Holyhead Railway, at a point opposite the 44th mile post from Chester in the parish of Llangwstenin in the
No. 22329.

County of Carnarvon and to terminate at about the centre of a certain field in the parish of Llanrwst, in the county of Denbigh, the said field being situate on the East Bank of the River Conway, and adjoining the turnpike road, and being the second inclosure on the north side from the Llanrwst Union Workhouse.

Second. A railway commencing at the last-mentioned terminus and terminating in the said parish of Llanrwst, in the centre of a field called *Caer Pant*, situate on the west side of, and adjoining the turnpike road from the Iron Bridge at Bettws y Coed to Llanrwst and about 36 chains north of the same bridge.

And which said intended railways or one of them will pass from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them; that is to say, Llangwstenin, Llanbedr, Caerhyn, Dolgarrog, Ardda, Trefriw, Llanrhwehwy, The Abbey Lands, and Maenan, all in the county of Carnarvon, Eglwysfach, partly in the county of Carnarvon, and partly in the county of Denbigh; and Llansantffraid-Glanconway, Trallwyn, Trellan, Bodnod, Cefnycoed, Llanddoget, Tre'dre, and Llanrwst, all in the county of Denbigh.

And it is intended by the said Act to take powers for the intended Company to purchase by compulsion or agreement lands and houses and other hereditaments, to stop up, alter, or divert all turnpike and other roads and highways, tramways, aqueducts, reservoirs, streams, rivers, brooks water courses, and other works within the said several parishes, townships, or places, or any of them, which it may be necessary to stop up, alter, or divert for the purpose of the said railways; and it is also intended by the said Act to obtain all necessary powers to levy tolls, rates, and duties and to grant exemptions from such tolls, rates, and duties in certain cases, and to vary and extinguish all rights or privileges which may interfere with the construction, maintenance, or use of the said intended railways, and to raise money on the credit of the said railways.

And it is also intended by the said Act to enable the said Company to run, pass over, and use with their engines, carriages, and waggons the line of railway of the Chester and Holyhead Railway Company, from the aforesaid point of junction therewith to the Conway station of the last named Company, and to use such station and all necessary watering places and conveniences on the last named Railway, upon such terms as may be mutually agreed upon between the two Companies.

And it is also intended by the said Act to enable the said intended Company and the London and North Western Railway Company, or the Chester and Holyhead Railway Company, to enter into all necessary arrangements for the working of the intended railways by one of such named Companies, and for the last named Companies or one of them to subscribe towards the capital of the said intended Company, and for that purpose to create additional shares in the capital of the last named Companies or either of them, and for such Companies to nominate directors of the said intended Company.

And by the said intended Act it is intended to repeal in part the public General Act relating to the gauge of railways, and so far as may be necessary to alter the Acts relating to the London and North Western Railway and the Chester and Holyhead Railway Companies.

And Notice is hereby given, that duplicate plans and sections of the said intended railways

and maps with books of reference thereto, and a published map shewing the general line and direction of such intended railways and works, 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 Carnarvon, at his office, at Carnarvon, in the same county, and with the Clerk of the Peace for the county of Denbigh, at his office, at Ruthin, in the same county; and that on or before the said 30th day of November, a copy of so much of the said plans and sections and books of reference as relates to each of the parishes and extra-parochial places in or through which the said intended railways are proposed to be made, and a copy of this notice as published in the London Gazette, will be deposited with the Parish Clerk of each such parish, at his place of abode, or in case of any extra-parochial place, with the Clerk of some parish immediately adjoining thereto; and that on or before the 23rd day of December next, printed copies of the Bill on which the intended Act is to be founded, will be deposited in the Private Bill Office of the House of Commons.

Dated this 7th day of November, 1859.

Denbigh Ruthin, and Corwen Railway.

(Incorporation of Company for constructing Railways from Denbigh to Ruthin, and from Ruthin to Corwen; Powers to use the Stations and Railways of the Vale of Clwyd and the Chester and Holyhead Railway Companies, and for the Vale of Clywd Railway Company to subscribe to the proposed undertaking, and enter into working arrangements with the Company.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act or Acts to incorporate a Company with powers to construct and maintain the following railways, or either of them, with all proper and necessary works, stations, and conveniences connected therewith, or necessary thereto, respectively, that is to say:

No. 1.—A railway commencing in the town of Denbigh, in the county of Denbigh, by a junction with the Vale of Clwyd Railway at the Denbigh terminus thereof, and terminating in the town of Ruthin, in the county of Denbigh, in field No. 1, in the parish of Llanrhydd, in the deposited plans hereinafter mentioned, being the property of Frederick Richard West, Esquire.

No. 2.—A railway commencing in the town of Ruthin, in the county of Denbigh, by a junction with the intended railway No. 1, hereinbefore described, at the Ruthin terminus of such railway, and terminating in the parish and town of Corwen, in the county of Merioneth, in field No. 1, in the said parish of Corwen, in the deposited plans hereinafter mentioned, being the property of Walter Jones, Esquire.

And which said intended railways and works will be made in, and pass from, in, through, or into the several parishes, townships, townlands, and extra-parochial and other places following, or some of them, that is to say; Henllan, Henllan Issa, Denbigh, Llanrhaiadr, Prion, Segroit Issa, Segroit Ucha, Llan Llech and Llwyn, Llewesog, Llanynys, Trefechan, Maesnaencymro, Bachymbyd, Bryn-careddig, Speddyd and Rhydonen, Ysgeibion, Ruthin, Llanrhydd, Llanrhydd Issa, Llanfair, Eyarth, Garthgyman, Derwen Quarter, Llanfwrog, Cilygroeslwyd, Bfenechtyd, Llanelidan, Nant-clwyd, Garthneuadd, Clocaenog, Clocaenog Ucha,

Clocaenog Issa, Derwen, Derwen Dyfanedd and Derwen Ysgeiflog, Trerplas, all in the county of Denbigh; Gwyddelwern, Allthaiarn, Meiarth, Maesgarnedd, Bonron, Maesgwyn, Corwen Trewyn, Corwen Ucheldref, Llangadog, ABERALWEN, Dol ABERALWEN, Tre'rddol, all in the county of Merioneth.

And it is further proposed by such intended Act or Acts, to take powers for the purchase by the said intended Company, of lands and houses, buildings, tenements, and hereditaments, by compulsion or agreement, for the purposes of the said intended railways or railway and works, or some of them, so intended to be authorised as aforesaid, and to vary, repeal, or extinguish all existing rights and privileges in any manner connected with the lands and houses, buildings, tenements, and hereditaments proposed to be purchased or taken, or which would in any manner impede or interfere with the construction, maintenance, or use of the said railways or railway and works, and to confer other rights and privileges, and also to levy tolls, rates, and duties for the use of the said intended railways or railway and works, and to raise money on the credit of the said railways or railway and works, and of the said tolls, rates, and duties for the purposes of the said intended Act.

And it is also proposed by the said intended Act or Acts, to take power to deviate in the construction of the said railways or railway and works connected therewith, to such extent as will be shewn or defined on the plans hereinafter 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, watercourses, sewers, pipes, and drains, within, or adjoining, or near to the aforesaid parishes, townships, townlands, and extra-parochial, or other places, or any of them, with which it may be necessary to interfere in the construction, or for the purposes of the said intended railways or railway and works, and to grant exemptions from such tolls, rates, and charges.

And notice is hereby given, that plans and sections of the said intended railways or railway and works, together with books of reference thereto, with a published map shewing the general course and direction of the said proposed railways and works, and also a copy of this notice as published in the London Gazette, will be deposited 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 Merioneth, at his office, at Dolgelly, in the county of Merioneth, and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railways and works are proposed to be made, and also a copy of this notice as published in the London Gazette, will be deposited 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 also proposed by such intended Act or Acts, to enable the Company thereby to be incorporated, or any other Company lawfully using the intended railways or railway, to run on, pass over, and use with their own engines, carriages, and waggons, or with engines, carriages, and waggons coming to or from such intended lines or line of railway, the whole or any of the lines of railway, stations, watering places, water and conveniences of the Vale of Clywd Railway

Company and of the Chester and Holyhead Railway Company, or either of them, upon such terms and under such payments 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 intended 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 the Vale of Clwyd Railway Company and the Chester and Holyhead Railway Company, or either of them, in respect thereof.

And it is also proposed by the said intended Act or Acts to enable the said Company, to be thereby incorporated, to enter into arrangements for the construction, maintenance, and joint use with the Vale of Clwyd Railway Company of their present or any new or altered station at Denbigh aforesaid, and to enable the said Company to be incorporated as aforesaid (if necessary) to contribute to the expense of making, constructing, and maintaining any such station and the works connected therewith, and to use the same upon payment of such tolls, rates, and charges, and upon such other terms and conditions as may be agreed upon, or as shall be prescribed or provided by the said intended Act or Acts.

And it is also proposed by such intended Act or Acts to enable the Company to be thereby incorporated, and the said Vale of Clwyd Railway Company, and the said Chester and Holyhead Railway Company, and the London and North Western Railway Company, or any of them, to enter into arrangements and agreements with respect to the working and use by the said Companies, or some or one of them of the said intended railways or railway, and the works connected therewith or any part thereof, and the management, regulation, and transmission of the traffic upon or over the said intended railways or railway, and the collection, appropriation, appointment, and distribution of the tolls, rates, dues, duties, income, and profits, arising from the said intended railways or railway and works, or any part thereof, and with reference to the appointment and employment of officers and servants, and to enable the said last-mentioned Companies, or any or either of them, to apply any portion of their capital or income to the purposes, or any of them specified or contemplated by any such arrangements or agreement as aforesaid.

And it is also proposed by such intended Act or Acts to empower the Vale of Clwyd Railway Company, the Chester and Holyhead Railway Company, and the London and North-Western Railway Company, or any or either of them, to take and hold shares in and subscribe towards the capital of the said intended Company, to appoint directors of the said Company, to lend money to the Company, and to guarantee to the Company interest, dividends, and annual or other payments, and to guarantee the payment of the principal and interest of the mortgage and bond debt of the Company, and to raise further capital for the purposes aforesaid, by the creation of new shares, or stock, in their undertakings with or without any preference or priority in payment of interest or dividend, or other privileges attached thereto, and to borrow further monies on mortgage or otherwise.

And it is also proposed to take power by the said Act (if need be), and in lieu of the powers hereinbefore mentioned, for the Vale of Clwyd Railway Company to construct and maintain the said railway No. 1—with the works and conveniences connected therewith, and for that purpose to confer upon the said Company all or such of

the powers for the purchase of lands and houses, the varying, repeal, and extinguishment of existing rights and privileges, the levying of tolls, rates, or duties, and other powers hereinbefore mentioned, as shall be requisite to enable the said last named Company to make and maintain the said last mentioned railway, and also powers for the raising of capital by the said last mentioned Company, by creation of shares or partly by such means and partly by means of fresh subscriptions.

And notice is hereby further given, that so far as may be necessary for the purposes aforesaid, or any of them, it is intended by the said proposed Act, to alter, amend, enlarge, or repeal such of the powers and provisions of the several Acts relating to the Vale of Clwyd Railway Company, the Chester and Holyhead Railway Company, and the London and North-Western Railway Company, or any 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, upon which the said Act is intended to be founded, will be deposited in the Private Bill Office of the House of Commons.

Dated this 8th day of November, 1859.

William Lloyd, Ruthin, Solicitor to the Bill.

Edwards, Frankish, and Galland, No. 11, New Palace-yard, London, Parliamentary Agents.

Foryd Bridge and Railway.

(Incorporation of Company for constructing a Railway from the Vale of Clwyd Railway, at or near the Foryd Station thereof, to Rhyl, and a Railway and Toll Bridge across the river Clwyd, with Power to purchase and work steamboats between Rhyl and Liverpool; Power for the Vale of Clwyd Railway Company to subscribe to the proposed undertaking and enter into working arrangements with the Company.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act or Acts to incorporate a Company with power to construct and maintain a railway commencing by a junction with the Vale of Clwyd Railway, at the distance of three furlongs or thereabouts, from the point of junction of such last-mentioned railway with the Chester and Holyhead Railway, 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 Rhyddlan, 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, to be made for the purposes of the said intended railway, 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 Issa, and Towyn Ucha, in the parish of Abergele, in the county of Denbigh, and the township of Rhyl and the parish of Rhyddlan, in the county of Flint.

And it is further proposed by such intended Act or Acts, to take powers for the purchase, by the said intended Company, 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 power to deviate in the construction of the said railway, bridge, and works connected therewith to such 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, watercourses, sewers, pipes, and drains within or adjoining or near to the aforesaid parishes, 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 sections 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 also proposed by such intended Act or Acts to enable the Company thereby to be incorporated, or any other Company lawfully using the intended railway, to run, or pass over and use with their own engines, carriages, and waggons, or with engines, carriages, and waggons coming to or from such intended line of railway, the whole or any of the lines of railway, stations, watering places, water, and conveniences of the Vale of Clwyd Railway Company, and of the Chester and Holyhead Railway Company, or either of them, 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 intended 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 the Vale of Clwyd Railway Company and the Chester and Holyhead Railway Company, or either of them, in respect thereof.

And it is also proposed by such intended Act

or Acts to enable the Company to be thereby incorporated, and the said Vale of Clwyd Railway Company to enter into arrangements and agreements with respect to the working and use by the said Company of the said intended railway and works, or any part thereof, and the management, regulation, and transmission of the traffic upon, or over, the said intended railway, and the collection, appropriation, appointment, and distribution of the tolls, rates, dues, duties, income, and profits arising from the said intended railway and works, or any part thereof, and with reference to the appointment and employment of officers and servants, and to enable the said last-mentioned Company to apply any portion of their capital or income to the purposes or any of them specified or contemplated by any such arrangements or agreements as aforesaid.

And it is also proposed by such intended Act or Acts to empower the said intended Company at any time hereafter to purchase 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 Forth, at Khyll, 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 in the said intended Company for the purposes last aforesaid.

And it is also proposed by such intended Act or Acts to empower the Vale of Clwyd Railway Company to take and hold shares in and subscribe towards the capital of the said intended Company, to appoint directors of the said Company, to lend money to the Company, and to guarantee to the Company interest, dividends, and annual or other payments, and to guarantee the payment of the principal and interest of the mortgage and bond debt of the Company, and to raise further capital for the purposes aforesaid, by the creation of new shares or stock in their undertaking, with or without any preference or priority in payment of interest or dividend, or other privileges attached thereto, and to borrow further monies on mortgage or otherwise.

And notice is hereby further given, that so far as may be necessary for the purposes aforesaid, or any of them, it is intended by the said proposed Act to alter, amend, enlarge, or repeal such of the powers and provisions of the several Acts relating to the Vale of Clwyd Railway Company and 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, upon which the said Act is intended to be founded, will be deposited in the Private Bill Office of the House of Commons.

Dated this 8th day of November, 1859:

*Edwards, Frankish, and Galland, No. 11,
New Palace-yard, London, Solicitors
for the Bill.*

(In Parliament. Session 1860.)

Saint Helens Canal and Railway Company.

(Traffic and other Agreements with neighbouring Companies.)

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, namely:

To authorise the St. Helens Canal and Railway Company to enter from time to time into, and ful

fil agreements with the London and North Western, the Lancashire and Yorkshire, the Manchester South Junction and Altrincham, the Manchester, Sheffield, and Lincolnshire, the Great Northern, the Birkenhead, and the Great Western Railway Companies, or with any of those Companies, with respect to the use, working, management, and control of the whole or of any part of the undertakings of the contracting parties, including therein the railways, stations, warehouses, approaches, canals, docks, machinery, conveniences, and works belonging solely to the contracting parties, or to them jointly with other parties, and including also any rights or powers over the undertakings of other Companies which the contracting parties may possess, and may have a right to communicate; and also with respect to the conveyance, accommodation, and interchange of the traffic destined for, or coming from the undertakings of the contracting parties, and of the traffic which might be conveyed wholly or in part by either of the said parties between the same places, and also with respect to the supply of rolling stock, machinery, offices, warehouses, and servants for the purposes of all such traffic. And also with respect to the payments to be made, whether by sums in gross, or periodically, or by way of rent or toll, and the conditions to be mutually performed in consideration of all or any of the matters aforesaid; and also with respect to the fixing, apportionment, collection, and distribution of the tolls and other payments arising from, or to be levied for, all or any of the traffic aforesaid. And also for the appointment of joint committees of the contracting parties, and the delegation to those committees of all the legal powers needful for carrying into effect the said agreements.

The Bill may itself contain enactments fulfilling the purposes, or any of the purposes, which might form the subject of agreements as aforesaid.

The Bill will, for the foregoing purposes, vary and extend the powers and provisions of the Acts (local and personal), the 8 and 9 Vict., cap. 117; the 9 and 10 Vict., cap. 183; the 10 and 11 Vict., cap. 271; the 16 and 17 Vict., cap. 134; the 20 and 21 Vict., cap. 16; the 22 and 23 Vict., cap. 138; and any other Acts relating to the St. Helens Canal and Railway Company. Also the Act 9 and 10 Vict., cap. 204; and of the other Acts relating to the London and North Western Railway Company; also of the Act 1 and 2 Wm. IV, cap. 60; and the 22 and 23 Vict., cap. 110, and the other Acts relating to the Lancashire and Yorkshire Railway Company; also of the Act 8 and 9 Vict., cap. 111, and the other Acts relating to the Manchester South Junction and Altrincham Railway Company; also of the Act 12 and 13 Vict., cap. 81; and the other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company; also of the Act 9 and 10 Vict., cap. 71; and the other Acts relating to the Great Northern Railway Company; also of the Act 15 and 16 Vict., cap. 167, and of the Act 22 and 23 Vict., cap. 74, and the other Acts relating to the Birkenhead Railway Company, also of the Act 5 and 6 Wm. IV, cap. 107, and the other Acts relating to the Great Western Railway Company, and also of the Act 14 and 15 Vict., cap. 71; and 22 and 23 Vict., cap. 138; and the other Acts relating to the Warrington and Stockport Railway Company.

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

Dated this 18th day of November, 1859.

J. and E. Whitley and Thomson, Liverpool, Solicitors for the Bill.

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

(Powers to London and North Western and Manchester, Sheffield, and Lincolnshire Railway Companies, either alone or jointly with Lancashire and Yorkshire Railway Company, to purchase or take shares in and complete, maintain, work, and manage Railway and Works; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application will be made to Parliament, in the next session, for an Act for all or some of the following objects (that is to say):

To empower the London and North Western Railway Company and the Manchester, Sheffield, and Lincolnshire Railway Company jointly, or those two Companies and the Lancashire and Yorkshire Railway Company jointly, to purchase the undertaking of the Oldham, Ashton-under-Lyne, and Guide Bridge Junction Railway Company (hereinafter called "The Oldham Company"), or any part or parts thereof in such proportions as may be agreed upon between the said two first named Companies, or, as the case may be, the said three first named Companies, or as may be fixed and determined in and by or under the provisions of the intended Act, and to vest the said undertaking, or any part or parts thereof, and all or any of the rights, powers, authorities, privileges, and obligations of the Oldham Company, in relation thereto, and whether with reference to the levying of tolls, rates, and charges, and the completion of uncompleted works, or otherwise howsoever, in the purchasing Companies.

To empower the said two first-mentioned Companies, or, as the case may be, the three first-named Companies, to contribute all or any of the funds needful for carrying into effect the undertaking of the Oldham Company as now authorised, or as the same may be enlarged or modified by an Act of the next session, and to enable the contributing Companies to take and hold shares in the capital of the Oldham Company, such contribution and acquisition of shares to be in such proportions by the contributing Companies as may be agreed upon between them, will be fixed and determined in and by or under the provisions of the intended Act.

To empower the purchasing or contributing Companies to appoint a joint committee, or joint committees, for the purpose of the completion, maintenance, working, management, and direction of the said undertaking, or any part or parts thereof, and to make such other provision in reference thereto as may be deemed expedient.

To empower the said three first-named Companies, or any two of them, to make and carry into effect arrangements for the rearrangement of and appropriation to their joint or separate use of the existing stations at Oldham, or any part thereof, belonging to them or any of them.

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 several Acts next hereinafter mentioned, relating to the London and North Western Railway Company, or their undertaking, that is to say, an Act passed in the session of Parliament held in the 9th and 10th years of the reign of Her present Majesty, intituled "An Act to consolidate the London and Birmingham, Grand Junction, and Manchester and Birmingham Railway Companies," and the several other Acts distinguished in the Queen's printers' copies of the local and personal Acts as 1st Wm. IV. cap. 51; 8th and 9th Vic. caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9th and 10th 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; 10th and 11th Vict. caps. 73, 107, 114, 118, 120, 121, 132, 139, 159, 161, 178, 182, 229, 236, 270, 278, and 294; 11th and 12th Vict. caps. 58, 60, and 130; 12th and 13th Vict. cap. 74; 13th and 14th Vict. cap. 36; 14th and 15th Vic. caps. 28 and 94; 15th and 16th Vict. caps. 94 and 105; 16th and 17th Vict. caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17th and 18th Vict. caps. 201 and 204; 18th and 19th Vict. cap. 172; 19th and 20th Vict. cap. 123; 20th and 21st Vict. cap. 108; 21st and 22nd Vict. caps. 130 and 131; and 22nd and 23rd Vict. caps. 2, 88, 113, 124, 126, and 134; or in the several Acts next hereinafter mentioned relating to the Manchester, Sheffield, and Lincolnshire Railway Company, or their undertaking, that is to say, local and personal Acts 12th and 13th Vict. cap. 81; 13th and 14th Vict. cap. 94; 15th and 16th Vict. caps. 83 and 144; 16th and 17th Vict. caps. 52 and 145; 18th and 19th Vict. caps. 91 and 129; 21st and 22nd Vict. caps. 75 and 113; and 22nd and 23rd Vict. cap. 5; or in the several Acts next hereinafter mentioned, relating to 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 Vict. cap. 25; 2nd and 3rd Vict. cap. 55; 4th Vict. cap. 25; 7th Vict. caps. 16 and 34; 7th and 8th Vict. caps. 60 and 82; 8th and 9th Vict. caps. 35, 39, 54, 101, 103, 109, 166, 171, and 172; 9th and 10th Vict. caps. 185, 212, 231, 266, 271, 276, 277, 282, 302, 306, 312, 354, 378, 381, and 390; 10th and 11th Vict. caps. 103, 105, 163, 166, 221, 240, 283, and 289; 11th and 12th Vict. caps. 71 and 115; 12th and 13th Vict. caps. 50, 71, and 74; 13th and 14th Vict. caps. 83, 89, 95, and 99; 14th and 15th Vict. caps. 46 and 56; 15th Vict. cap. 96; 15th and 16th Vict. cap. 132; 16th and 17th Vict. caps. 163 and 211; 17th Vict. caps. 58 and 59; 17th and 18th Vict. cap. 117; 21st and 22nd Vic. caps. 106 and 143; and 22nd and 23rd Vict. caps. 110 and 129; or in the Act relating to the Oldham, Ashton-under-Lyne, and Guide Bridge Junction Railway Company, or their undertaking, that is to say, local and personal Act 20th and 21st Vict. cap. 127.

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

Great Northern, Holborn, and City Extension Railway, from the Great Northern Railway, to Tokenhouse Yard, Lothbury.

(Powers to Great Northern Railway Company.)

APPPLICATION is intended to be made to Parliament, in the next session, for leave to introduce a Bill to authorise the making of a railway, with all necessary stations, approaches, and works, commencing in the parish of St. Mary Islington, in the county of Middlesex, by a junction with the branch of the Great Northern Railway, leading to their goods department at a point about three chains to the south of the bridge carrying the North-London Railway over the Great Northern Railway, to and terminating at or near the north end of Tokenhouse-yard, in the parishes of St. Stephen Coleman-street, St. Margaret Lothbury, and St. Christopher-le-Stocks, some or one of them, in the city of London; which said railway and works will pass through or into the following parishes, extra-parochial and

other places, or some of them; that is to say: St. Mary Islington, St. Pancras, St. James Clerkenwell, St. John Clerkenwell, St. Luke Middlesex, and St. Andrew Holborn-above-Bars, and St. George-the-Martyr, or the united parishes thereof, St. Sepulchre, Saffron-hill, Hatton-garden, Ely-rents, Ely-place, the Liberty of Glass-house-yard, and Furnival's-inn, all in the county of Middlesex. St. Sepulchre, St. Andrew Holborn-below-Bars, Furnival's-inn, St. Bartholomew the Great, St. Bartholomew the Less, St. Botolph-without-Aldersgate, St. Giles without Cripplegate, All-hallows-on-the-Wall, otherwise London-Wall, St. Stephen Coleman-street, St. Margaret Lothbury, St. Christopher-le-Stocks, St. Bartholomew by the Royal Exchange, and St. Peter-le-Poer, with St. Benet Fink, all in the city of London.

For the purposes of the proposed undertaking the Bill will authorise the compulsory purchase of lands and houses, and the closing or diversion of such streets and sewers as will interfere with the proposed railway, stations, approaches, and works.

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 Railways' Clauses Consolidation Act, 1845; and will extinguish all rights and privileges which may interfere with the proposed undertaking, and will authorise the taking of tolls, rates, and charges for the use of the proposed railway, stations, and works.

The Bill will authorise the construction of sidings or branch railways to connect the proposed railway with the Metropolitan Market, in the parish of St. Mary Islington, in the county of Middlesex, and Smithfield Market, or the site thereof, in the parish of St. Sepulchre, in the city of London and county of Middlesex, or one of them, such sidings or branch railways being constructed in such direction as shall be agreed on between the Company to be incorporated by the Bill, the Great Northern Railway Company, and the Mayor and Commonalty and citizens of the city of London, and the other persons, if any, whose property may be taken or used for the purpose of such sidings and branch railways.

The Bill will either incorporate a Company in whom the proposed powers shall be vested, or it will vest those powers in the Great Northern Railway Company, and authorize that Company to defray the cost of constructing the intended railway, stations, approaches, and works, or to contribute towards the cost out of its corporate funds, or out of the capital to be raised by it under the powers of the Bill by shares, or stock, or by loan, and with or without any priority of dividend and interest, or other advantage over the existing and authorised capital of the Company, and also to subscribe towards, and to guarantee the payment of interest or dividends upon the capital to be raised either by the new Company, or by the Great Northern Railway Company, for the purposes of the Bill.

The Bill will authorise the Great Northern Railway Company to contract with the Company to be incorporated by the Bill with respect to all or any of the matters aforesaid, and also for the management, working, maintenance, and use of the proposed undertaking, and for the division and apportionment of the proceeds arising from the traffic on their respective undertakings, the appointment of joint and consulting committees, and all other matters incidental to such arrangements; and for these purposes the Bill will extend and vary the powers of the Great Northern Railway Act, 1845 (9 and 10 Vic. c. 71); of the Acts 12 and 13 Vic. c. 84; 14 and 15 Vic. c. 45; 16 and 17 Vic. c. 60; 18 and 19 Vic. c. 124;

22 Vic. c. 35; and the other Acts relating to the Great Northern Railway Company.

Duplicate plans and sections describing the lines, situations, and levels of the proposed undertaking, and the lands, houses, and other property in or through which the same is to be made, 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, a published map with the line of railway delineated thereon, and a copy of this notice will, on before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for Middlesex, at his office, at the Sessions-house, Clerkenwell, in the same county, and with the clerk of the peace for the city of London, at his office, at the Sessions-house, 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 parish or extra-parochial place in or through which the said intended railway and works are proposed to be made, together with a copy of this notice, will be deposited for public inspection as follows; that is to say: with respect to the several parishes of St. Mary Islington, St. Pancras, St. Luke Middlesex, St. James Clerkenwell, and St. John Clerkenwell, with the clerk of the vestry of such parishes respectively, at his office; and with respect to the parishes of St. Andrew Holborn-above-Bars, St. George-the-Martyr, or the united parishes thereof, St. Sepulchre, in the county of Middlesex, Saffron-hill, Hatton-garden, Ely-rents, Ely-place, the Liberty of Glasshouse-yard, and Furnival's-inn, with the clerk of the Holborn District Board of parishes, at his office; with respect to the parishes of St. Sepulchre, St. Andrew Holborn-below-Bars, Furnival's-Inn, St. Bartholomew-the-Great, St. Bartholomew-the-Less, St. Botolph - without - Aldersgate, St. Giles - without - Cripplegate, Allhallows-on-the-Wall, otherwise London-Wall, St. Stephen Coleman-street, St. Margaret Lothbury, with St. Christopher-le-Stocks, St. Bartholomew by the Royal Exchange, St. Peter-le-Poer, with St. Benet Fink, with the parish clerk of each such parish at his residence, and, in case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 16th day of November, 1859.

Johnston, Farquhar, and Leech, 65, Moor-gate-street, London, Solicitors for the Bill.

Rhymney Railway Company.

(Increase of Capital; Powers of Sale or Lease of the undertaking to the Trustees of the Marquis of Bute; Extension of Time for purchase of Lands for, and for Completion of Bargoed Branch: Junction with Taff Vale Railway at Cardiff; Terms of interchange of Traffic with Taff Vale Railway Company, and of use of that Company's line; Additional Station Land at Cardiff; Power to use Newport, Abergavenny, and Hereford Railway, and limitation of Tolls thereon; Amendment of Acts.)

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

To enable the Rhymney Railway Company to raise a further sum of money by the creation and issue of new shares in their undertaking, either

with or without preference or priority in the payment of dividends, or other special privileges, and by mortgage, or bond, or by any or either of such means, or by such other means as Parliament shall authorise or direct, without prejudice to, and expressly reserving the priority and privileges of the existing mortgages, bonds, and guaranteed shares of the Company.

To enable the Rhymney Railway Company to apply to the purposes of the intended Act, or some of them, any capital or funds now or hereafter belonging to them, and also to enable the Company to cancel all or any of the unissued or forfeited shares in their undertaking, and to create and issue new shares in lieu thereof respectively, and to grant and assign to all or any of such new shares such perpetual or redeemable preference or guaranteed dividends or other rights and privileges as the Company may think fit, or as may be provided by the intended Act, without prejudice to, and expressly reserving the priority and privileges of the existing guaranteed shares of the Company.

To enable the Rhymney Railway Company to sell or lease in perpetuity or for a term of years to the trustees of the Glamorganshire estates of the Marquis of Bute, the railways, works, property, and effects, now belonging to, or which may become vested in the Company, or any part thereof respectively, and all their rights, powers, privileges, and authorities for such price or consideration, and upon such terms and conditions as may have been or may be agreed upon between the said Company and the said trustees, or as may be fixed and determined in and by the said intended Act, and to enable the said trustees to purchase or take a lease of the said railways, works, property, and effects, or any part thereof, upon such terms and conditions as aforesaid, and to have, exercise, and enjoy all such rights, powers, privileges, and authorities, whether with reference to the construction and completion of works, the levying of tolls, rates, and charges in respect of the said railways and works, or otherwise, and to enable the said Company, and the said trustees, to enter into such agreements as they may think fit for effecting the purposes aforesaid.

To extend the respective periods limited by the Rhymney Railway Act, 1857, for the compulsory purchase of lands and buildings for, and for the construction of the Bargoed Rhymney Branch Railway, and the works connected therewith.

To authorise and empower the Company to make and maintain two junctions with the Taff Vale Railway in the parish of St. John the Baptist, Cardiff, in the county of Glamorgan, by means of two junction railways; one thereof commencing at or near the northern end of, and by a junction with the Rhymney Railway Company's sidings on the north side of the street or road called Crockherbtown, and terminating by a junction with the Taff Vale Railway at a point thereon, 450 yards or thereabouts to the south of the south end of the Taff Vale Railway Company's yard, called Cathay's Yard; and the other of such junction railways commencing by a junction with the Taff Vale Railway at or near the point of junction therewith of the Rhymney Railway Company's Bute Dock branch, and terminating by a junction with the Rhymney Railway Company's sidings above mentioned at a point thereon 120 yards or thereabouts to the north of such last mentioned point of junction.

And provision will be made in the intended Act for ascertaining and defining the regulations, terms, and conditions upon which the traffic of the Rhymney Railway Company, and that of the Taff Vale Railway Company shall be interchanged at or near the points of junction of those Companies'

railways, and also upon which the Rhymney Railway Company shall use the Taff Vale Railway between the point of junction of the two railways at Crockherbtown, and the point of junction thereof at Walnut Tree Bridge.

And it is also proposed by the intended Act to empower the Rhymney Railway Company to purchase lands and buildings, by compulsion or otherwise, for the purposes of the works proposed to be constructed as aforesaid, and also to purchase for stations, siding and other purposes, certain lands situate in the said parish of St. John the Baptist, Cardiff, adjoining on the east the before mentioned sidings of the Rhymney Railway to the north of the said street or road, called Crockherbtown, and to construct buildings, sidings, roads, and other conveniences thereon.

And it is proposed by the intended Act, to empower the Rhymney Railway Company, and all other Companies and persons using their railway to pass over and use with their respective engines and carriages the railways of the Newport, Abergavenny, and Hereford Railway Company, or some part or parts thereof, together with the stations, watering-places, water-sidings, platforms, booking, and other offices, works, warehouses and buildings, conveniences and accommodations upon the same, or connected therewith respectively.

And the intended Act will make provision for fixing and determining either by agreement or by arbitration or otherwise the amount, rate, toll, or charge, or other sum either annual or in gross, which shall be paid by the Rhymney Railway Company, for the use by them of the before-mentioned railways, stations, works and conveniences respectively, or any of them, and also for altering or limiting the tolls, rates, or charges now authorised to be levied and demanded by the Newport, Abergavenny, and Hereford Railway Company for their said railways, stations, works, or conveniences, or any or either of them.

And it is proposed by the intended Act to enable the Rhymney Railway Company to levy tolls, rates and charges upon, or in respect of, the use of their intended and existing railways, sidings and works, and to grant exemptions from such tolls, rates and charges, and to confer other rights and privileges.

And notice is hereby further given, that maps, plans, and sections of the said intended railways and works, and of the lands proposed to be taken under the powers of the intended Act, together with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited with the Clerk of the Peace for the county of Glamorgan, at his office in Cardiff, and that on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the said intended railways and works are proposed to be made, or in which the said lands are situate; and also a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of each such parish at his place of abode, and as regards any extra-parochial place with the parish clerk of some adjoining parish at his residence.

And it is also proposed by the said intended Act to alter, extend, vary, amend, enlarge, consolidate, or repeal all or any of the powers and provisions of the Rhymney Railway Act, 1857; also of the Acts relating to the Newport, Abergavenny, and Hereford Railway Company, or some of them, namely:—9 and 10 Vic., cap. 303; 10 and 11 Vic., caps. 86 and 177; 16 and 17 Vic., caps. 178 and 179; 20 and 21 Vic., cap. 119; and 21 and 22

Vic., cap. 126; also of the Acts relating to the Taff Vale Railway Company, or some of them, namely, 6 Wm. IV., cap. 82; 1 Vic., cap. 70; 3 and 4 Vic., cap. 110; 7 and 8 Vic., cap. 84; 9 and 10 Vic., cap. 393; 11 and 12 Vic., cap. 23; 12 and 13 Vic., cap. 61, and the Taff Vale Railway Act, 1857.

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 next.

Dated this 12th day of November, 1859.

W. G. Roy, 28, Great George-street, Westminster, S. W., Solicitor for the Bill.

Borough of Marylebone Gas Consumers Company. (Limited).

(Incorporation of Company, with powers to purchase land, erect works, lay down pipes, and supply gas to the borough of Marylebone and neighbourhood.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to incorporate the above Company, and to authorise such Company to manufacture, supply, and sell gas and coke; and also, to sell coals and other substances, for public and private purposes, within the parishes of Paddington, Saint Marylebone, and Saint Pancras, or some of them, all in the county of Middlesex, and to construct gasworks, with all necessary outbuildings and apparatus connected therewith, upon and within the limits of the following pieces of land, viz. :—

1. A piece of land belonging to Mr. Killingworth Hedges, situate in the parish of Greenford, in the county of Middlesex, and containing, by estimation, 5 acres or thereabouts, bounded on the north by the road leading from Greenford to the Harrow-road, on the south by the towing-path of the Grand Junction Canal, on the east by a field, the property of Mr. Gardner, and on the west by chemical works belonging to and occupied by Mr. George Fowler Perkin.

2. A piece of land belonging to the North London Railway Company, situate in the parish of Saint Mary-le-Bow, in the county of Middlesex, and containing, by estimation, 12 acres or thereabouts, being part of a larger piece of land belonging to the said Company, bounded on the north by the Lea Union Canal, on the south by a private road belonging to the said railway Company, on the east in part by a wharf and land belonging to the said railway Company, and in other part by land belonging to the trustees of the river Lea, and on the west by the Lea Union Canal, and by other lands of the said railway Company, and which said piece of land on which the said works are intended to be constructed, is now in the occupation of the said Company, their undertenant or undertenants.

3. A piece of land belonging to the London and North Western Railway Company, and in part in the occupation of their lessee, situate in the parish of Acton, in the county of Middlesex, and containing 8 acres or thereabouts, being part of a larger piece of land belonging to the same Company, and which said piece of land upon which the said works are intended to be constructed, is bounded on the north by the London and North Western Railway, on the south in part by the Grand Junction Canal, and in other parts by cottages and tar works, the property of the said railway Company, and in the occupation of their lessees or tenants, on the east in part by the same cottages and tar works, and in the remaining

part by Oak Common-lane, and on the west by other lands of the said railway Company.

And it is proposed by the said Act to authorise the said Gas Company to purchase by compulsion or agreement the said several pieces of land, or any of them, and all other lands, houses, buildings, and property, which they may be empowered to purchase; and also to cross, divert, break up, alter, or stop up, so far as may be requisite or desirable for the purposes of the Company; any public or private streets, roads, ways, and places in the several parishes of Greenford, Harrow, Willesden, Acton, Hammersmith, Saint Luke (Chelsea), Saint Mary Abbots (Kensington) Paddington, Saint Mary-lebone, Saint Pancras, Saint Mary (Islington), Saint John (Hackney), and Saint Mary-le-bow, all in the said county of Middlesex, or any or either of them respectively, and to lay down and take up and maintain, for the purpose of giving such supply of gas as aforesaid, all necessary main pipes from the said several intended works, and all other necessary pipes and other works, and to demand, levy, receive, and take rates, rents, and charges for the supply of gas within the limits of the said intended Act, and for the hire of gas meters and fittings, and to grant exemption from payment of rates, rents, and charges, and to have, use, and exercise all powers, rights, authorities, and privileges usually conferred upon gas companies, or which would be convenient or useful for enabling the said Company to carry out the objects of its incorporation, and to confer, vary, or extinguish exemptions from the payment of any such rates and all existing rights and privileges in any manner connected with the lands, buildings, and properties which may be purchased under the powers of the said Act, or which would prevent or interfere with the carrying into effect any of the objects or purposes of the said Act, and to confer other rights and privileges.

And it is proposed by the said Act to authorise contracts and agreements between the said Company and any company, trustees, commissioners, vestries, or other public bodies, officers, or persons, with respect to the lighting of any public streets, roads, ways, or buildings, or which may be otherwise incident to their undertaking, or proper or convenient for carrying the same into execution, and to confirm all or any of such contracts and agreements as may have been entered into by or on behalf of the said Company and other parties aforesaid prior to the passing of the said Act.

And it is proposed by the said Act to limit the price to be charged by the said Company for the supply of gas, and the amount of dividend to be paid to the shareholders of the said Company, and to appoint ex-officio directors of the said Company from the vestries of Paddington, Saint Pancras, and Saint Marylebone, or one of them, and so far as may be necessary for the purpose last aforesaid to alter or amend the Act 18th and 19th Vic., cap. 120, relating to the better local management of the metropolis, and the subsequent Acts relating thereto.

And it is proposed by the same Company to raise money by borrowing and by the creation of shares or otherwise for the purposes of the Companies and to regulate the capital thereof.

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

Dated this 16th day of November, 1859.

No. 22329.

R

Consett District Waterworks.

(Incorporation of Company; Construction of Works, Supply of Water to Consett and other places.)

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 incorporation of a Company, and to enable such Company to supply water to the towns and districts of Consett, Shotley Bridge, Black Hill, Berry Edge, Lead Gate, Crook Hall, Iveston and Castleside and the adjoining districts within the parishes or parochial chapelries of Ebchester and Lanchester, within the county of Durham.

Powers will be applied for in the Bill for the following purposes, or some of them, (that is to say),

To take water from the rivers, streams, and springs called or known as Hise-hope Burn, Hawk Burn, Hunterly Spring, Hise-hope Springs, Hare-hope Burn, Harehope Springs, Feldon Burn, Feldon Springs, White Syke, Easing Syke, Burn-hope Burn, Eudon Burnhead, Sladyford Syke, Burnhope Springs, Waskerley Burn, Stoney Hill Syke, the Three Burns and Fell Gill, West Whiteley Burn, East Nipton Burn, Catcleugh Syke, Stanhope Burn, and the several other springs, streams and rivulets in, or running through the several townships or parishes hereafter mentioned; and to divert into the intended reservoirs, aqueducts, and pipes, the waters of such rivers, streams, and springs now flowing into the rivers Derwent and Wear.

To make and maintain the reservoirs, aqueducts, and works hereinafter specified, or any of them, with all proper works and conveniences connected therewith, (that is to say),

A reservoir in or near a field adjoining the Commercial Inn at Berry Edge, in the township of Ebchester, in the parish of Ebchester, in the county of Durham.

An aqueduct or pipe commencing at such reservoir, and terminating on a moor or fell called Smiddy Shaw, at a point 800 yards, or thereabouts, in a north-westerly direction from Prospect House, Waskerley, such point being situate in the township and division of Muggleswick, in the parish of Muggleswick, and county of Durham.

An aqueduct or pipe with catchwaters and drains, commencing at a point 800 yards, or thereabouts, in a north-westerly direction from Prospect House aforesaid, such point being situate in the township and division of Muggleswick aforesaid, and terminating at or near a place called Eudon Burnhead, on a moor called the Horse Shoe Plain, at a point 2700 yards, or thereabouts, to the north-westward of Edmondbyers Cross, in the township and division of Muggleswick aforesaid.

An aqueduct or pipe with catchwaters and drains, commencing at a point on a moor or fell called Hise-hope, and near the Hise-hope Burn, 1800 yards, or thereabouts, in a north-easterly direction from Edmondbyers Cross aforesaid, and terminating at a point called Harehope Plain, 1400 yards, or thereabouts, in a south-easterly direction from Feldon Smelt Mill, in the township and division of Muggleswick aforesaid.

An aqueduct or pipe with catchwaters and drains, commencing at a point 1400 yards, or thereabouts, in a north-easterly direction from Edmondbyers Cross aforesaid, and terminating at a point 1800 yards, or thereabouts, in a north-easterly direction from Edmondbyers Cross aforesaid, in the township and division of Muggleswick aforesaid. An aqueduct or pipe, commencing near the Commercial Inn aforesaid, at Berry Edge, in the centre of the Front Street thereof, in the

township of Conside and Knitsley, in the parish of Lanchester, and terminating in a moor or fell called Smiddy Shaw, at a point thereon 800 yards or thereabouts, in a north-westerly direction from Prospect House aforesaid, such point being situate in the township and division of Muggleswick aforesaid. An aqueduct or conduit with catchwaters, drains, and conduits in extension of the before-mentioned aqueduct or pipe, commencing at or about the termination thereof on Smiddy Fell, 800 yards, or thereabouts, north west from Prospect House aforesaid, and terminating on a moor or fell called Hise-hope, at a point thereon 2000 yards, or thereabouts, in a north-easterly direction from Edmondbyers Cross, such point being situate in the township and division of Muggleswick aforesaid.

A reservoir or reservoirs on the moor or fell called Hise-hope aforesaid, and near the Hise-hope Burn, about 2000 yards, or thereabouts, in a north-easterly direction from Edmondbyers Cross, in the township and division of Muggleswick aforesaid.

An aqueduct or conduit, with catchwaters and drains, and conduits commencing at the reservoirs aforesaid on Hise-hope Moor or Fell aforesaid, at a point thereon 2000 yards, or thereabouts, to the north eastward of Edmondbyers Cross aforesaid, and terminating at or near a place called Eudon Burn Head, on a moor called Horse Shoe Plain, at a point 2700 yards, or thereabouts, to the north-westward from Edmondbyers Cross, in the township and division of Muggleswick aforesaid.

An aqueduct or conduit, with catchwaters and drains, and conduits commencing at a distance of about 2000 yards in a north-easterly direction from Edmondbyers Cross, in the township and division of Muggleswick aforesaid, and terminating at a point 850 yards, or thereabouts, in a south-easterly direction from Park House, and near the Three Burns, in the township and division of Muggleswick aforesaid.

An aqueduct or conduit, with catchwaters and drains, and conduits commencing at the termination of the last-mentioned aqueduct or conduit, and terminating on a moor or fell named Bell's Hill, and at a point thereon 1500 yards, or thereabouts, in an easterly direction from the Boltslaw engine of the Weather Hill and Rookhope Railway, in the parish of Stanhope.

An aqueduct or conduit, with catchwaters and drains, and conduits commencing at a point 850 yards or thereabouts, in a south-easterly direction from Park House aforesaid, and terminating at a point 2000 yards, or thereabouts, in a southerly direction from Waskerley Park House, in the parish of Stanhope.

And which said reservoirs, aqueducts, conduits, and works, and the streams, rivers, and springs at the points or places where the waters thereof will be diverted, and the lands, moors, and property to be taken are, or will be situate in, or pass from, in, through, and into the several parishes, townships, chapleries, and extra-parochial places following, or some of them, that is to say;—Ebchester, Lanchester, Muggleswick, Edmondbyers, Stanhope, Wolsingham, Benfield side, Conside and Knitsley, Healeyfield, Iveston, Waskerley, Waskerley Park, Burnhope, and Burnop, within the county of Durham.

And it is also intended to apply for powers in such Bill for the compulsory purchase of lands and houses, to be defined on the plans hereinafter mentioned, and to enable the Company to purchase by compulsion or agreement, or to take on lease all such lands, moors, houses, streams, and springs of water, and hereditaments as may be necessary or desirable for the construction, maintenance, and

use of the said works, or any of them, or for obtaining a further supply of water or otherwise.

Also for powers to enable the Company, within the several parishes, townships, and extra-parochial places hereinbefore mentioned, or any of them, to construct and maintain sluices, embankments, gauge weirs, waste weirs, overfalls, bridges, drains, aqueducts, filtering beds, steam engines, main pipes, tunnels, drains, roads, approaches, and other works in connection with the waterworks, or for the purpose of diverting, intercepting, conducting or raising the waters intended to be taken as aforesaid; and to cross, divert, stop up, raise, lower, break up, or interfere with any turnpike or other road, highway, river, stream, bridge or place, and to lay down aqueducts and pipes in, through, and under the same; and it is intended to vary or extinguish all existing rights and privileges which would interfere with the objects of the said Bill, and to confer other rights and privileges.

Also for powers to enable the Company to levy or receive rates or rents for the supply of water, and to confer, vary, or extinguish exemptions from payment of rates and rents, and to enable the Company to carry into effect the powers and provisions of the said Bill.

To incorporate with the Bill "The Companies Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" and "The Waterworks Clauses Act, 1847;" or some parts thereof respectively.

Duplicate plans and sections, describing the lines, situation and levels of the said proposed works, and the lands, moors, houses, and hereditaments, which may be taken for the purposes thereof, and the streams and rivers, the waters of which will be diverted; 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 Durham, at his office at Durham, on or before the 30th day of November, in the present year; and on or before the said 30th day of November, a copy of so much of the plans, sections and book of reference as relates to each of the parishes aforesaid in or through which the said proposed reservoirs, aqueducts, pipes, or conduits and other works aforesaid are intended to be made, or property to be taken is situated, with a copy of the said Gazette Notice, will be deposited with the parish clerks of the said parishes respectively, at their respective places of abode.

Printed copies of the said 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 7th day of November, 1859.

R. P. and H. Philipson, Solicitors,
Newcastle-upon-Tyne.

Hazlehead and Hepworth Iron Works Railway.
(Incorporation of Company; Construction of Railway and Works; Working Arrangements with the Manchester, Sheffield, and Lincolnshire Railway Company; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for leave to bring in a Bill to incorporate a Company (in this notice called "The Company") for the purpose of making and maintaining, and to empower them to make and maintain, a railway (with all proper stations, works, and conveniences connected therewith and approaches thereto), commencing in the township of Thurlstone, in the parish of Penistone, in the West Riding of the county of York, by a junction with

the main line of the Manchester, Sheffield, and Lincolnshire Railway Company, at a point about seventy chains west of the Hazlehead Station of the said Manchester, Sheffield, and Lincolnshire Railway Company, and terminating in the township of Hepworth, in the parish of Kirk Burton, in the said West Riding of the county of York, at or near to the Hepworth Iron Works, belonging to Messrs. Craven and Co.; which said intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial, or other places of Penistone, Thurstone, Carlcoats, Kirk Burton, and Hepworth, or some of them, all in the West Riding of the county of York.

And it is intended to insert in the said Bill provisions for enabling the Company to exercise the powers and effect the purposes following, or some of them (that is to say :

To purchase lands, buildings, and hereditaments, by compulsion or agreement, for the purposes of the said railway and works so proposed to be constructed as aforesaid, and also to levy tolls, rates, and charges, for and in respect of the said railway and works proposed to be constructed as aforesaid, and to grant exemptions from the payment of such tolls, rates, and charges.

To vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands, buildings, and hereditaments so proposed to be purchased or taken, or which would in any manner impede or interfere with the construction, maintenance, or use of the said railway, lands, and works, and to confer other rights and privileges.

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

And also provision for enabling the Company and the Manchester, Sheffield, and Lincolnshire 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 by both or either of those Companies of the intended undertaking, and for, or with reference to, the transmission, regulation, and management of the traffic, and the collection, apportionment, and appropriation of the tolls, rates, and duties arising thereon or connected therewith.

And notice is hereby given, that maps, plans, and sections of the 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 30th day of November in the present year, with the Clerk of the Peace for the West Riding of the county of York, at his office in Wakefield, and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said railway and works are proposed to be made, and within which such lands are situate, and also a copy of the said Gazette notice, will be deposited on or before the 30th day of November, in the present year, with the parish clerk of each such parish at his residence, and as regards any extra-parochial place with the parish clerk of some adjoining parish at his residence.

And it is intended, so far as may be necessary for any of the purposes of the said Bill, to alter, amend, extend, and enlarge, and to repeal some of the powers and provisions of the several Acts following, or some of them, relating to the Manchester, Sheffield, and Lincolnshire Railway Company

(that is to say) local and personal, 12 and 13 Vic., cap. 81; 13 and 14 Vic., cap. 94; 15 and 16 Vic., caps. 83 and 144; 16 and 17 Vic. caps. 52 and 145; 18 and 19 Vic. caps. 91 and 129; 21 and 22 Vic., caps. 75 and 113; and 22 and 23 Vic., cap. 5.

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

Marple New Mills and Hayfield Junction Railway.

(Incorporation of Company; Construction of Railway from Marple to New Mills and Hayfield; Arrangements with, and Subscription by, the Manchester, Sheffield, and Lincolnshire Railway Company, and other Powers 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 incorporate a Company for making and maintaining a railway (with all proper stations, works, and conveniences connected therewith and approaches thereto), commencing in the township of Marple, in the parish of Stockport, in the county of Chester, by a junction with the Newton and Compstall Line of the Manchester, Sheffield, and Lincolnshire Railway Company (authorised by "The Manchester, Sheffield, and Lincolnshire Railway (Newton and Compstall Line) Act 1858," in a field belonging to John Wright, Esquire, being numbered 30 on the plans of the said Newton and Compstall Line referred to in that Act, and terminating in the township of Hayfield, in the parish of Glossop, in the county of Derby, at or near to the George Inn, in a garden there belonging to John White, Esquire, in the village or chapelry of Hayfield, in the said county of Derby, which said intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial or other places of Stockport, Marple, Compstall, Chadkirk, Ludworth, Chisworth, Ludworth cum Chisworth, Disley, Stanley, Disley and Stanley, or some of them, all in the county of Chester, and Glossop, Mellor, Beard, Ollersett, Thornsett, Whittle, New Mills, Bugsworth, Chingley, Brownside, and Hayfield, or some of them, all in the county of Derby.

And it is proposed by the said Act to empower the intended Company to purchase lands and buildings, mills, reservoirs, goits, and hereditaments, by compulsion or agreement, for the purposes of the railway and works so proposed to be constructed as aforesaid, and also to levy tolls, rates, and charges for and in respect of the said railway and works, and to grant exemptions from the payment of such tolls, rates, and charges.

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

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

And it is intended by the said Act to empower the intended Company, and all persons and corporations lawfully using the intended railway, to run and pass over, work and use, with their engines, carriages, and rolling stock of all kinds, and for the purposes of their traffic of any description, the said Newton and Compstall Line of the Manchester, Sheffield, and Lincolnshire Railway Company, and any stations and works belonging thereto from the junction of the said intended railway with the said Newton and Compstall Line at Marple to the Junction of the said last-mentioned line with the main line of the said Manchester, Sheffield, and Lincolnshire Railway Company, in the township of Dukinfield, in the parish of Stockport in the county of Chester, and also so much of the main line of the said Manchester, Sheffield, and Lincolnshire Railway Company as lies between the said last-mentioned junction and the Guide Bridge Station of the said Manchester, Sheffield, and Lincolnshire Railway Company, together with the use of the said station and works, upon such terms and conditions as shall be agreed upon between the said Companies, or as (in default of agreement) shall be settled by arbitration, or in such other manner as shall be prescribed by the intended Act; and the intended Act will also provide, if need be, for altering and limiting the tolls, rates, and charges to be taken by the Manchester, Sheffield, and Lincolnshire Railway Company for the use of the said portions of railway, stations, works, and conveniences, or any of them.

And in the intended Act provision will be made for effecting the following objects, viz.:

To authorise the intended Company, and the Manchester, Sheffield, and Lincolnshire Railway Company to make, enter into, and carry into effect contracts and arrangements for, or with reference to, the construction, maintenance, working, and use by the latter Company of the intended railway and works, or any part thereof, the supply and maintenance of rolling stock, and other stock and plant for the same, the collection, regulation, management, and transmission of traffic passing to or from the same, the fixing, collection, application, division, and appointment of tolls, and the employment of officers and servants.

To empower the Manchester, Sheffield, and Lincolnshire Railway Company (if they think fit) to guarantee interest or dividends on all or any part of the capital and loans of the intended Company, and also to subscribe towards, and take shares in, the undertaking of the intended Company, and to lend money to the intended Company, and to apply for those purposes any part of the funds or moneys of the Manchester, Sheffield, and Lincolnshire Railway Company which may not be required for the purposes of their own undertaking, and to empower them to appoint one and more of the Directors of the intended Company.

To authorize the said Manchester, Sheffield, and Lincolnshire Railway Company to raise money for the purposes aforesaid by the creation of new shares, with or without any preference or priority in payment of interest or dividends, and other special privileges, and by borrowing, or by either of those means, or by such other means as shall be provided by the intended Act.

And notice is hereby given that maps, plans, and sections of the intended railway and works, 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 the notice, as published in the London Gazette, will be deposited, on or before the 30th day of November in the present year, with the Clerk of the Peace for the county of Chester,

at his office in Chester, and with the Clerk of the Peace for the county of Derby, at his office in Derby, and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said railway and works are proposed to be made and within which such lands are situate, and also a copy of the said Gazette notice will be deposited, on or before the 30th day of November in the present year, with the parish clerk of each such parish at his residence, and as regards any extra-parochial place with the parish clerk of some adjoining parish, at his residence.

And it is intended by such Act to alter, amend, extend, and enlarge, and to repeal some of the powers and provisions of the several Acts following, or some of them, relating to the Manchester, Sheffield, and Lincolnshire Railway Company (that is to say) local and personal 12 and 13 Vic., cap. 81; 13 and 14 Vic., cap. 94; 15 and 16 Vic., caps. 83 and 144; 16 and 17 Vic., caps. 52 and 145; 18 and 19 Vic., caps. 91 and 129; 21 and 22 Vic., caps. 75 and 113; and 22 and 23 Vic., cap. 5.

And notice is hereby given, that 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 twelfth day of November, 1859.

Edward Reddish, Stockport, Cheshire, and
27, Great James-street, Bedford-row, W.C.
Solicitor for the Bill.

Ryde Improvement.

(Extension or Revival of Time or Powers for Compulsory Purchase of Land, Amendment of Acts, and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament by the Ryde Commissioners, in the ensuing session, for an Act for all or some of the objects and purposes following (that is to say):

1. To extend the time or revive the powers granted by "The Ryde Improvement Act, 1854," for the compulsory purchasing, taking, and using of the lands in the town of Ryde and parish of Newchurch, in the Isle of Wight, and county of Southampton, necessary for making and maintaining the road, sewers, tanks, reservoirs, approaches, and works, or some or one of them, by the said Act authorised, or to enable the said Ryde Commissioners otherwise to acquire such lands.

2. To alter, amend, extend, enlarge, or repeal all or some of the provisions of the said "Ryde Improvement Act, 1854," and the provisions of all other Acts (if any) which can in any manner impede or interfere with the objects aforesaid, and to confer, vary or extinguish other rights and privileges, and to make all provisions necessary or incidental to such objects.

And notice is hereby further given, that, on or before the 30th day of November instant, plans of the lands in respect of which an extension or revival of the time or powers granted by the said "Ryde Improvement Act, 1854," is intended to be applied for, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers, and also a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Southampton, at his office at Winchester in the said county, and with the Clerk of the Peace of the Isle of Wight, at his office at Newport in the said island, and that, on or before the said 30th day of November, a copy of the said plans and book of reference, together with a copy

of this notice as published in the London Gazette, will be deposited for public inspection with the parish clerk of the said parish of Newchurch at his place of abode.

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

Dated this 8th day of November, 1859.

O. W. Estcourt, Ryde, Isle of Wight,
Solicitor.

Marchant and Pead, 30, Great George-street,
Westminster, Parliamentary Agents.

The Great Ship Company (Limited).

Exemption from Provisions of Merchant Shipping Act, 1854; and Passengers Act, 1855.—Amendment of Acts.—Powers to hold Shares in the Eastern Steam Navigation Company, Limited.—To enter into Agreements with respect to Harbour, Lighthouse, and Pilotage Dues, and for other Purposes.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to alter, vary, and extend all or some of the terms and conditions of the memorandum and articles of association of the Great Ship Company, limited, and to confer upon it various new and additional powers, rights, privileges, and exemptions, and amongst others, all, or some of the powers, rights, privileges and exemptions following, that is to say;

To exempt the Company and all ships belonging to them from all or some of the provisions of the Merchant Shipping Act, 1854, and of the Passengers' Act, 1855, and to confer upon the Company other rights, privileges, and exemptions, either in addition to or in restriction of the rights, privileges, and exemptions conferred by those Acts, and to give powers to the Board of Trade to provide other regulations in lieu thereof.

To enable the Company to sell ships belonging to the Company, and to confer upon ships so sold and the purchasers thereof all rights, privileges, and exemptions in respect of such ships which were attached thereto or belonged to the Company in respect thereof previously to such sale.

To enable the Company, either in their own name or in the names of their nominees, to hold the shares now legally or equitably belonging to them in the capital of the Eastern Steam Navigation Company (Limited), and to enable the trustees or other persons in whom such shares are vested for the benefit of the Company, to transfer such shares to the secretary, solicitor, or other nominees of the Company, and to enable such secretary, solicitor, or other nominees, or any of them, to represent the Company at meetings of shareholders of the Eastern Steam Navigation Company (Limited), and at all other meetings at which such shareholders are entitled to be present, and in all proceedings in which they are entitled to take a part, and to vest in such secretary, solicitor, or nominees power to constitute a quorum at any meeting of the shareholders of that Company, and, so far as may be necessary for any of the purposes aforesaid, to repeal, vary, alter or amend some of the provisions of the charter of incorporation of the Eastern Steam Navigation Company, and of the deed of Settlement of that Company, or of either of them, and to make other provisions in lieu thereof, or in addition thereto.

To repeal, alter, amend, and extend all or some of the provisions of "The Eastern Steam Naviga-

tion Company's Act, 1858," and to make the same applicable to the Great Ship Company (Limited) and the ships belonging thereto.

To enable the Company to enter into special agreements with the commissioners, trustees, Company, or other body or persons having the control of any harbour, dock, pier, slip, or other convenience, or of any lighthouse or pilotage tolls or dues in any port, harbour, or other place on the coast of Great Britain or Ireland, for the use of any such harbour, dock, pier, slip, or other convenience, by any ship of the Company, or by any ship loading from or unloading into any ship of the Company, or giving the benefit of any lights or the services of any pilots upon payment of such tolls, rates, or dues, or other sums of money, either in excess or in diminution of the tolls, rates, or dues which such ship or vessel would otherwise be liable to in respect of its tonnage or otherwise, and to make any such agreement binding upon the commissioners, trustees, Company, or other body or persons entering into the same, and to exempt them from any liability under their Acts of Parliament or otherwise to enter into similar agreements or to charge similar tolls, rates, or duties in respect of any other ship or vessel entering or using the same harbour, dock, pier, slip, or other convenience, or having the benefits of any lights, or of the service of any pilots, and for that purpose to alter, repeal, and amend all or any of the provisions of any Acts of Parliament relating to such harbour, dock, pier, slip, or other convenience, lighthouse, or pilotage tolls or dues under the control of the commissioners, trustees, Company, or other body or persons entering into any such agreement.

To enable the Company, without procuring letters of marque, and notwithstanding any restriction to the contrary contained in any Act of Parliament to carry on board any ship or vessel belonging to the Company, any number of guns and other armament, and any number of men to work the same which the Company may think necessary for the effectual protection of such ship or vessel, and which the Lord High Admiral or the Lords Commissioners for exercising the office of Lord High Admiral may in each case by writing, under the hand of one of their secretaries, sanction or approve.

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

Dated this 16th day of November, 1859.

Montague Leveson, and Hawley,
Solicitors for the Bill, 12, St. Helen's-
place, London, E.C.

Durnford and Company,
Parliamentary Agents, 39, Parliament-
street, S.W.

North British Insurance Company.

(Amendment of Act and Extension of Powers.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session for an Act to alter, amend, extend, and enlarge, or to repeal all or some of the powers and provisions of an Act passed in the 8th and 9th years of the reign of Her Majesty, Queen Victoria, cap. 28, intituled "an Act to enable the "North British Insurance Company to purchase "Annuities, to take and hold property, and to invest money and stock upon mortgage; and for "other purposes relating to the said Company," and

so far as necessary, to amend the provisions of the Charter of incorporation of the said Company granted by His Majesty King George the Fourth in the year one thousand eight hundred and twenty-four, recited in the said Act, and to make new provisions in lieu of, or in addition to such powers and provisions namely, to fix or alter the qualification of directors, to alter the provisions as to the election and going out of office of directors, to increase or diminish the number of directors, to provide for the remuneration of the directors, to enable the Company to make byelaws for the regulation of their business and affairs, or to altee, amend, extend, or re-enact their existing byelawr to regulate the mode of conducting the firs and life business of the company, and to keep the same distinct, to extend the days of grace for payment of premiums on policies and endorsements in certain cases, to give the Company power to purchase, acquire, or take over the business of other Companies or Societies, to extend the Company's business (if considered expedient) to the East Indies, Her Majesty's Colonies and Plantations abroad, and Foreign States and Countries, to give the Company power to grant facilities for receiving sums of money and managing the Company's property and effects abroad, to determine the mode of execution of legal instruments, to regulate the transmission of shares by other means than transfer, to vary or extinguish existing rights or privileges of the said Company, and the Copartners or shareholders, directors and officers thereof, and to confer other powers, rights and privileges in lieu thereof; and otherwise to regulate, alter, extend, or increase the affairs, business, and capital of the said Company, and to give increased facilities for the payment and transfer of the policies and shares of the said Company, and to confer upon the said Company all such further powers, rights and privileges as may be necessary or expedient for the better enabling them to carry on and regulate their business of Fire and Life Assurance in its various branches and departments.

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

Dated this 22nd day of November, 1859.

*Davidson and Syme, W, S., Edinburgh.
Connell and Hope, 3, Princes'-street,
Westminster.*

**London, Chatham, and Dover Railway Company.
Capital Arrangements.**

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 regulate, alter, classify, and define the capital of the London, Chatham, and Dover Railway Company, and the shares therein, and the number and amount of those shares, and their mortgage and bond debts and borrowing powers, and the respective rights and priorities of such shares and mortgage and bond debts, and the undertakings or portions of undertakings on which the same shall attach or be charged, and the application of the monies raised thereby, to extinguish all or some of their present powers of raising capital and borrowing money, and to confer upon them other powers for those purposes, to provide for the conversion of their shares into stocks; to empower them to create debenture stock, and guaranteed and preferential stocks and shares, and issue other securities for the

discharge of, and in substitution for, their mortgage and bond debts, and the interest and dividends thereon, and on their guaranteed or preferential shares, and for raising further capital for the purposes aforesaid, and to amend the East Kent Railway Act, 1853, the East Kent Railway (Extension to Dover) Act, 1855, 18 and 19 Vict., cap. 94 (local and personal), relating to the East Kent Railway Company (now the London, Chatham, and Dover Railway Company), the East Kent Railway (Extension to Dover) Amendment Act, 1857, the East Kent Railway (Extension to Dover) Amendment Act, 1858, the East Kent Railway (Western Extension) Act, 1858, and the London, Chatham, and Dover Railway Act, 1859.

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

Dated this 11th day of November, 1859.

*G. F. Holroyd, Secretary to the London,
Chatham, and Dover Railway.*

City of Dublin Steam Packet Company.

(Incorporation of Company; Power to raise Additional Capital; Amendment of Acts.)

NOTICE is hereby given, that application will be made to Parliament in the next session for an Act, to confer upon the City of Dublin Steam Packet Company (hereinafter called the Company), all or some of the following powers, that is to say:—

To incorporate the Company, and to limit the liability of the shareholders holding capital stock, created under the provisions of the Local and Personal Act, 6 and 7, Wm. IV., cap. 100, in the same manner as the liability of the shareholders holding capital stock, created under the provisions of the Local and Personal Acts, 9 Geo. IV., cap. 66; and 3 and 4 Wm. IV., cap. 115, is now limited, and to make other and further provisions in relation thereto.

To enable the Company to raise a sum of money by the creation of shares, to be applied towards the repayment of monies agreed to be advanced to the Company by the London and North Western Railway Company, under the provisions of the Local and Personal Act, 18 and 19 Vict., cap. 172; and also to the repayment to the Dublin and Liverpool Steam Ship Building Company of the amount of capital raised by them for the purpose of constructing steam ships for the use of the Company, and for providing such other sums as may be necessary for the same.

To alter, amend, extend, or enlarge, and, if necessary, to repeal some of the powers and provisions of the Acts following, or any part or parts thereof respectively—that is to say—Local and Personal Acts, 3 and 4 Wm. IV., cap. 115; 6 and 7 Wm. IV., cap. 100, or any of the Acts referred to therein.

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

Dated this 17th day of November, 1859.

*Phineas Howell, Secretary, 15, Eden-quay,
Dublin.*

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

Hedon Corporation and Borough Improvement. (Alteration of Municipal Corporation; Corporation to be Local Board of Health, Burial Board, and Surveyors of Highways; Supply of Gas; Purchase of Gas Works; General Improvements; New and Altered Tolls, Rates, and Duties; Abolition of existing Tolls.)

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):

1st.—To alter the constitution, corporate name, rights and privileges of the body corporate now existing at Hedon in the East Riding of the county of York, and styled "The Mayor, Bailiffs, and Burgesses of the Borough of Hedon," to alter the mode and periods of electing the members of that body, and their qualification, and also the qualifications, number, and mode of voting of their electors; to apply to such corporation all or some of the provisions of the Act for the regulation of municipal corporations in England and Wales, and the other Acts now in force relating to municipal corporations; and to make other provisions for the better regulation thereof.

2nd.—To abolish the magisterial jurisdiction of the said mayor and bailiffs, and the separate Court of Quarter Sessions holden in and for the said borough, and to confer upon the justices of the peace acting in and for the East Riding the jurisdiction of justices of the peace in and for the said borough, and to vary or extinguish any exemption from county rates now had or claimed by the said borough, or the corporation, burgesses, freemen, or inhabitants thereof.

3rd.—To rescind, annul, or alter all charters, franchises, usages, customs, prescriptions, rights, and privileges of or relating to the said borough or the corporation, or the burgesses or freemen thereof, inconsistent with the objects of the Bill.

4th.—To constitute the said borough a district under and for the purposes of the "Public Health Act, 1848" and the "Local Government Act 1858," and to apply to it all or some of the provisions of those Acts and of the Acts amending the same, and to constitute the corporation of the said borough, acting by their council, the Local Board of Health for such district.

5th.—To constitute them also the Burial Board for the said borough, and to confer upon them all the powers given to Burial Boards by the Burial Acts.

6th.—To constitute them also the sole surveyors of highways in and for the whole borough and parish of Hedon aforesaid.

7th.—To vest in the corporation all lands, tenements, plant, stock, materials, property, money, securities for money, estate and effects now vested in the said mayor, bailiffs, and burgesses of the said borough, and the surveyors of highways for the said parish.

And provision will also be made in the said Bill for all or some of the objects following, and for conferring upon the reformed corporation, acting by their council, all necessary powers with respect thereto (to wit):

8th.—The better regulation, management, flagging, pitching, paving, lighting, watching, watering, cleansing, draining, sewerage, and improvement of the said borough, and of all streets, roads, courts, alleys, passages, and other places therein. The arrangement and construction of existing and future streets, courts, alleys, passages, and buildings, the prevention and removal of obstructions, projections, and ruinous or dangerous buildings, and the alteration, diversion, and

stopping up of inconvenient or unnecessary highways, roads, footpaths, ways, and passages.

9th.—The prohibition, removal, or restriction of nuisances, annoyances, and obstructions, dangerous or noisome trades, manufactories, and businesses.

10th.—To manufacture gas and to supply gas for public and private purposes and to authorise contracts between the corporation and the Hedon Gas Light and Coke Company, Limited, and any other bodies or persons supplying gas within or near the said borough, for supplies of gas on terms to be agreed upon, or in default of agreement to be settled by arbitration, and to require that Company and those bodies and persons to afford such supply.

11th.—To purchase compulsorily or by agreement the undertaking, works, and property of the said Hedon Gas Light and Coke Company (limited), and of any other bodies or persons supplying gas within or near the said borough, and to enable and require that Company and those bodies and persons respectively to sell and transfer the same, and (if expedient) to dissolve such Company or bodies.

12th.—To sell and dispose of any lands and hereditaments acquired by or vested in the corporation under the powers of the Bill.

13th.—To lay down and maintain mains, pipes, culverts, and other works for the distribution of gas in, through, under, or across, and for those purposes to break up, alter, divert, or stop up either temporarily or permanently any turnpike and other roads, streets, highways, footpaths, bridges, quays, piers, canals, towing-paths, railways, tramroads, sewers, drains, streams, and water courses within the said borough or parish.

14th.—To abolish the tolls which the said existing corporation levy or claim to be entitled to, upon, or for horses or other animals, carts, or other vehicles, provisions, and other matters, and also to abolish or vary the highway rates now levied within the said borough or parish, to levy within the said borough a borough rate and other tolls, rates, and rents for all or any of the purposes of the Bill, and to confer, vary, or extinguish exemptions from the payment of any such tolls, rates, and duties.

15th.—To borrow money on the credit of the lands and property of the corporation, and of the said tolls, rates, and duties, or of any or either of those funds and securities.

16th.—To make and alter bye-laws and regulations for all or any of the purposes of the Bill, and to impose penalties for breach thereof.

17th.—To incorporate with the Bill and apply to the borough all or some of the powers and provisions of the "Lands Clauses Consolidation Act, 1845," the "Gasworks Clauses Act, 1847," the "Town Improvement Clauses Act, 1847," and the "Cemeteries Clauses Act, 1847."

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

Dated this tenth day of November, 1859.

Wm. Watson, Solicitor for the Bill,

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for Inventions.

NOTICE is hereby given, that the petition of Joseph Willcock, of 89, Chancery-lane, in the county of Middlesex. Mechanical Draughts-

man, praying for letters patent for the invention of "improvements in the construction and arrangement of the boiler and working parts of steam fire engines, parts of which are applicable to engines for other purposes,"—a communication from abroad by Joseph G. E. Larned, of Brooklyn, State of New York, United States of America,—was deposited and recorded in the Office of the Commissioners on the 19th day of November, 1859, and a complete specification accompanying such petition was at the same time filed in the said office.

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for Inventions.

NOTICE is hereby given, that provisional protection has been allowed

1861 To Louis Antoine Possoz of No. 37, Rue de Rivoli in the city Paris in the Empire of France, Chemist, for the invention of "improvements in the manufacture and baking of sugars."

On his petition, recorded in the Office of the Commissioners on the 12th day of August, 1859.

2359. To Robert Smith, of Islington in the borough of Finsbury, Shipowner for the invention of "the purification of water and other fluids."

On his petition, recorded in the Office of the Commissioners on the 15th day of October, 1859.

2435. To Germain Canouil, of 93, Curtain-road Shoreditch, in the county of Middlesex, Chemist, for the invention of "new machinery for priming percussion caps without danger of explosion, also a new fulminate not hitherto employed."

On his petition, recorded in the Office of the Commissioners, on the 25th day of October, 1859.

2494. To Benjamin Browne, of No. 52, King William-street in the city of London, Civil Engineer, and Patent Agent, for the invention of "a self heating ironing apparatus."—A communication from abroad by Charles Jean Eugene Baptiste Cailloüé, of Paris, Barrister.

2496. And to Richard Heinrich Hess, of Newton-street, Hoxton, in the county of Middlesex, Engineer, for the invention of "improvements in gas burners."

On both their petitions, recorded in the Office of the Commissioners, on the 2nd day of November, 1859.

2498. To James Leeming, of Bradford, in the county of York, Machine Maker, and John Carter Ramsden, of the same place, Manufacturer, for the invention of "improvements in looms for weaving."

2502. To William Wilson, of Newcastle-upon-Tyne, Hat Manufacturer, for the invention of "improvements in machinery for the manufacture of felted fabrics, suitable for the bodies of hats, caps, and bonnets."

2504. And to John Howard, of Fenchurch-street, in the city of London, Merchant, for the invention of "improved machinery for moulding hollow bricks and tubular articles."—A communication from abroad by M. Becherer and C. Kessler, of Greisswald, in the Kingdom of Prussia.

On their several petitions, recorded in the Office of the Commissioners on the 3rd day of November, 1859.

2506. To Aspull Binckes, of Cornbury-place, Old Kent-road, in the county of Surrey, for the invention of "improvements in optical instruments."

2508. To George Nicholas Buller, of No. 28, Bartlett's-buildings, Holborn, Wholesale Jeweller, for the invention of "an improved mode or method of ornamenting articles composed wholly or partially of jet."

2510. To Joseph Alexander Maxwell, of No. 53, Chancery-lane, in the county of Middlesex, Gentleman, for the invention of "improvements in hydraulic engines to act either alone or in combination with steam and steam engines."

2512. To Frederick Hale Holmes, of Northfleet, in the county of Kent, Professor of Natural Philosophy, for the invention of "improvements in apparatus for transmitting light."

2514. To Alfred Vincent Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Mechanical Draughtsman, for the invention of "improvements in type setting and distributing apparatus."—A communication from abroad by Thomas Walker Gilmer, of Virginia, in the United States of America, administrator of John Baker Gilmer, deceased.

2516. To William Hill, of Coombe Haye, near Bath, in the county of Somerset, for the invention of "improvements in lightening conductors."

2518. And to James Chesterman, of Sheffield, in the county of York, Manufacturer, for the invention of "new and improved methods of and furnace for heating, hardening, and tempering clock springs, watch springs, band saws, steel for dresses, such as crinoline steel, and other like purposes."

On their several petitions, recorded in the Office of the Commissioners on the 4th day of November, 1859.

2520. To Colin Mackenzie, of Stornoway, in the county of Ross, North Britain, Barrel Manufacturer, for the invention of "improvements in machinery or apparatus for cutting and dressing staves for casks, barrels, and other wooden vessels."

2522. To Francis Pichler, of No. 162, Great Portland-street, Oxford-street, and Henry John Wigley, of No. 5, Gloucester-place, Gloucester-gate, Regent's-park, both in the county of Middlesex, for the invention of "the arrangement and construction of wheeled carriages or other vehicles or machines, in such manner that the occupant or occupants thereof may propel the same by alternating the weight of the person or persons riding."

2524. To George Tomlinson Bousfield, of Loughborough-park, Brixton, in the county of Surrey, for the invention of "improvements in machinery for grinding and polishing sheets of plate and other glass."—A communication from abroad by J. J. Greenough, of Wall-street, New York.

2526. And to William Mannix, of Wolverhampton, M.D., for the invention of "improvements in the manufacture of manure."

On their several petitions, recorded in the Office of the Commissioners on the 5th day of November, 1859.

2528. To Andrew Linnere Dowie, of Glasgow, in the county of Lanark, North Britain, Merchant, for the invention of "improvements in effecting communications or signalling between distant or distinct parts of railway trains."

2530. To George Pacey, Coach Builder and Harness Manufacturer, of No. 2, Waterloo-street, and Upper Priory, Birmingham, for the invention of "a rein handle and holder applicable for riding or driving, either for single, double, or team reins."

2532. To Henry Barker, of Hastings, in the county of Sussex, Tobacco and Cigar Dealer, for the invention of "an improvement in clay, meerscham, and other pipes."
- 2536 And to Archibald Templeton, of No. 7, Skinner-street, in the city of London, and John Lawson, of Glasgow, for the invention of "improvements in the manufacture of chenille or like fabrics suitable to be used in woven and other ornamental piled fabrics."
- On their several petitions, recorded in the Office of the Commissioners on the 7th day of November, 1859.
2540. To John Thomson, of Dundee, in the county of Forfar, Manufacturer, for the invention of "improvements in the manufacture or production of Brussels and velvet pile carpet fabrics and hearth rugs."
2542. To John Henry Johnson, of No. 47, Lincolns'-inn-fields, in the county of Middlesex, and of No. 166, Buchanan-street, in the city of Glasgow, North Britain, Gentleman, for the invention of "improvements in watches or time keepers."—A communication from abroad by Merrick Price, of Philadelphia, in the United States of America.
2544. And to Thomas Samuel Bottom, of Park-terrace, Old Ford, in the county of Middlesex, Chenille Manufacturer, for the invention of "improvements in the manufacture of chenille."
- On their several petitions, recorded in the Office of the Commissioners, on the 8th day of November, 1859.
2546. To Job Hamer, of Longsight, in the parish of Manchester, and county of Lancaster, Mercantile Clerk, for the invention of "an improved material for insulating the wires of electric telegraphs, for lining articles of dress, for covering clothing, casing or lining steam boilers, pipes cylinders, and other vessels, conduits, or chambers, and for other similar purposes, to which the said material is or may be applicable as a non-conductor, for preventing or diminishing the transmission of heat or of the electric fluid."
2548. To David Fulton, of Glasgow, in the county of Lanark, North Britain, Engraver to Calico Printers, for the invention of "improvements in cylinders or rollers for printing and other purposes."
2550. To George Spill and Daniel Spill, both of Stepney-green, in the county of Middlesex, Manufacturers, for the invention of "an improvement in the manufacture of bands for driving machinery, and for various other purposes."
2552. And to William Clark, of No. 53, Chancery-lane, in the county of Middlesex, Engineer and Patent Agent, for the invention of "improvements in the construction and application of electric telegraph wires or conductors."—A communication from abroad by Mr. E. D. Resencrantz, of New York, United States of America.
- On their several petitions, recorded in the Office of the Commissioners, on the 9th day of November, 1859.
2554. To John Edwards, of No. 77, Alderman-bury, in the city of London, and John Skirrow Wright, of Birmingham, in the county of Warwick, for the invention of "improvements in the manufacture of buttons."
2556. To John Tenwick, of Clarendon-street, Albion Foundry, Portsmouth, Hampshire, for the invention of "improvements in the construction of street gutters."
2560. And to William Fletcher, of Kilburn, in the county of Derby, Framework Knitter, for the invention of "improvements in machinery for making looped fabrics."
- On their several petitions, recorded in the Office of the Commissioners, on the 10th day of November, 1859.
2562. To Frederick Decastro Jones, of No. 29 Tavistock-street, Covent-garden, in the county of Middlesex, for the invention of "a weavers loom with combs opened at the summit, and with moveable floating chains."—A communication from abroad by Paul Gadrat, of 48bis Rue Basse du Rempart, Paris.
2563. To Thomas Blinkhorn, of Spalding, in the county of Lincoln, Engineer, for the invention of "improvements in pumps."
2564. To Richard Archibald Brooman, of No. 166, Fleet-street, in the city of London, E.C. Patent Agent, for the invention of "the preparation of a salt and means of combining, mixing, or applying the same to render fabrics, pulp, wood, oil and other substances uninflamable."—A communication from abroad by Messieurs Demangeot and Co., of Paris.
2565. To Richard Archibald Brooman, of No. 166, Fleet-street, in the city of London, E.C., Patent Agent, for the invention of "an improved method of preparing plates and cylinders for printing from."—A communication from abroad by Jules Michel Isidore Melotte and Charles Jules Thiesset, of Paris.
2566. And to Augustin Jacquelain, of Paris, in the French Empire, Chemist, for the invention of "improvements in the manufacture of carbon and in apparatus employed therein."
- On their several petitions, recorded in the Office of the Commissioners, on the 11th day of November, 1859.
2567. To Richard Lansdale, of Pendleton, near Manchester, in the county of Lancaster, for the invention of "improvements in machinery or apparatus for washing and cleansing fabrics, which improvements are also applicable to churning."
2568. To William Burgess, of the firm of Burgess and Key, of Newgate-street, in the city of London, Agricultural Implement Makers, for the invention of "an improvement in mowing and reaping machines."
2569. To John Scott, of Sunderland, in the county of Durham, Anchor Smith, for the invention of "an improvement in anchors."
2570. To Archibald Vickers, of the city of Bristol, Cotton Spinner, for the invention of "a method of opening and shutting two or four gates or doors simultaneously, and for fastening the same when either open or shut, applicable to railway crossings and other purposes."
2571. To Charles Norrington, of Green-bank, Plymouth, Merchant for the invention of "improvements in the protection of ships or vessels, forts or batteries, from cannon shot, shell or any other projectile."
2573. And to Elizabeth 'Ann' Sellon Burgess-Burgess, of No. 107, Strand, in the county of Middlesex, for the invention of "improvements in the preparation of anchovies."
- On their several petitions, recorded in the Office of the Commissioners, on the 12th day of November, 1859.
2575. To Peter Graham, of Oxford-street, in the county of Middlesex, for the invention of "improvements in machinery or apparatus for cutting wood."

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.

In the Matter of the Joint Stock Companies Winding-up Acts 1848 and 1849, and of the Joint Stock Companies Winding-up Amendment Act, 1857, and of the Australian Freehold Gold Mine Company.

NOTICE is hereby given, that a petition for the dissolution and winding up of the above-named Company was, on Saturday the 19th day of November, 1859, presented to the Lord Chancellor in England, by William Orr, of Northwick Lodge, Saint John's Wood-road, in the county of Middlesex, Esquire; and that it is expected such petition will be heard before the Vice-Chancellor Sir William Page Wood, on the next petition day (which will probably be on Saturday the 3rd day of December, 1859); and any person desirous to oppose the making of an Order absolute for the dissolution and winding up of the said Company, under the said Acts, should appear at the time of hearing, by himself or his counsel for that purpose; and a copy of the petition will be furnished to any contributory of the said Company requiring the same, by the undersigned, on payment of the regulated charge for the same.

Tucker, Greville and Tucker, Solicitors for the Petitioner, 28, Saint Swithin's-lane, London.

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 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 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, Stormoway, 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 Kinsale; 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.), 23,000 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.

CONTRACT FOR PITCH PINE TIMBER.

Department of the Storekeeper-General of the Navy, Somerset-Place, 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 Tuesday the 13th December next, 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 Yards with

8,100 loads of PITCH PINE TIMBER.

To be delivered in the years 1860 and 1861, according to a distribution, which with a form of the tender and the conditions of the contract, 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 Pitch Pine Timber," 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.

CONTRACT FOR SOUTH WALES' COALS FOR GOSPORT.

Department of the Comptroller for Victualling and Transport Services, Somerset-House, November 24, 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 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 Gosport,

300 TONS of Bryndorway, Graigola, Resolven, Llangenneck, Newport, Merthyr, or Aberaman Merthyr COALS.

The Coals to be delivered by the 31st March, 1860.

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 Gosport, 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 modifications of the conditions of the contracts, which may be seen at the said office, or at the Victualling Office at Gosport, 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 SOUTH WALES' COALS FOR DEPTFORD.

Department of the Comptroller for Victualling and Liverpool Service, Somerset-House, November 24, 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 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,

700 TONS of Bryndorway, Graigola, Resolven, Llangenneck, Newport, Merthyr or Aberaman Merthyr COALS.

The Coals to be delivered within the following periods, viz.—One half by the 31st January, 1860, and the remainder by the 29th February, 1860.

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 modifications 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.

CONTRACTS FOR WILLOW RODS AND COOPERS' FLAGS.

Department of the Comptroller for Victualling and Transport Services, Somerset-House, November 24, 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 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.:

Willow Rods, 200 mille; half to be delivered in three weeks, and the remainder in three weeks afterwards, or earlier if preferred by the party tendering.

Coopers' Flags, 500 bolts; half to be delivered in three weeks, and the remainder in three weeks afterwards, or earlier if preferred by the party tendering.

Samples of the willow rods (not less than 500 great tale), and of the coopers' flags (not less than a bolt), must be produced by the parties 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, and also an unlimited power of selection.

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 revised 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-place.

London, November 25, 1859.

NOTICE is hereby given, that a General Court of Elections of the Corporation, called the Governor and Company for working of Mines, Minerals and Metals, in that part

of Great Britain, called Scotland, will be held at the Sun Fire Office, in Threadneedle-street, on Thursday the 5th January next, from twelve to two o'clock, in order to choose a Deputy Governor of the said Company for the remainder of the present year and until the next annual election, in the room of Henry Francis Shaw Lefevre, Esq., elected Governor; and on other special affairs, and that the transfer books will be shut on Thursday the 15th December.

Henry Pittet, Clerk.

London Chartered Bank of Australia.

(Incorporated by Royal Charter.)

17, Cannon-Street, E.C.,

November 25, 1859.

NOTICE is hereby given, that an Extraordinary General Meeting of the Proprietors of the London Chartered Bank of Australia, will be held, at the London Tavern, Bishopsgate-street, on Friday the 9th day of December next, for the declaration of a Dividend.

The chair will be taken at two o'clock precisely.

The transfer books will be closed from the 2nd to the 9th December, both days inclusive.

By order of the Court,

G. M. Bell, Secretary.

Canada Company.

Canada House, Saint Helen's-Place,

November 17, 1859.

THE Court of Directors of the Canada Company hereby give notice, that a Half-yearly General Court of Proprietors will be held, in conformity to the charter, at the Company's House, in Saint Helen's-place, on Thursday the 29th day of December next, at one o'clock precisely, for the purpose of considering of a dividend: and on other business.

The following notices of motion have been given:

"That the Board of this Company be reduced to seven, as vacancies may occur, or in any other way the present Board may think fit. The future Board to consist of a Governor, Deputy Governor, and five other Directors."

"That from and after the 31st December, 1859, the amount appropriated for the payment of the Directors shall not exceed £1,000 per annum."

By order of the Court,

G. Molineux, Secretary.

NOTICE is hereby given, that an extraordinary General Meeting of the Shareholders of the Talysarn Slate Company (limited), will be held on Monday, the twelfth day of December, 1859, at the hour of twelve at noon precisely, at the offices of the Company, situate at No. 14, Chatham-place, Blackfriars, in the City of London, for the purpose of confirming or otherwise the resolutions passed at an Extraordinary General Meeting of the Shareholders, held on the tenth day of November, 1859.—Dated this 24th day of November, 1859.

Thomas Ingledeu, Secretary.

WE John Barnes Brancker, of Liverpool, in the county of Lancaster, Broker; Peter Serjeantson, of the same place, Broker; Philip Rawson, of the same place, Insurance Broker; and Harwood Walcot Banner, of the same place, Accountant, liquidators appointed to wind up voluntarily the affairs, and distribute the assets of the Liverpool Borough Bank, a Banking Company duly registered in England under the provisions of the "Joint Stock Banking Companies Act, 1857," do hereby, in pursuance of that Act,

and the several Acts of Parliament incorporated therewith, call a General Meeting of the proprietors and contributories of the said Banking Company, and do hereby give notice, that the same will be held on Thursday, the 29th day of December, 1859, at twelve o'clock at noon, at the Banking House of the said Company, No. 3, Water-street, Liverpool, aforesaid, for the purpose of considering an account made up by us, the said liquidators, showing the state of the affairs of the said Company, and the progress which has been made in winding up the same, down to the expiration of the second year after the passing of the resolution for winding up the affairs of the said Company, and a report stating the reason why the winding up has not been completed.—Dated this 24th day of November, 1859.

John B. Brancker.

Peter Serjeantson.

Philip Rawson.

Harwood W. Banner.

NOTICE is hereby given, that the Partnership connexion existing between the undersigned Robert Duncan and David Duncan, of Manchester, in the county of Lancaster, in the business of Merchants and Manchester Warehousemen, under the style or firm of R. and D. Duncan, was dissolved by mutual consent on the 14th day of October now last.—Dated this 15th day of November, 1859.

Robt. Duncan.

David Duncan.

NOTICE is hereby given, that the Partnership existing between us the undersigned, William Hardaker and John Hardaker, carrying on business together at Bradford, in the county of York, as Stone Masons, under the style or firm of William Hardaker and Son, is this day dissolved by mutual consent; and that all debts due and owing to and from the said late partnership will be received and paid by the said John Hardaker, who will alone continue and carry on the said business at Bradford aforesaid, on his own account.—Dated the 21st day of November, 1859.

Wm. Hardaker.

John Hardaker.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Pinder Hackworth and Levi Doughy Whittle, carrying on business together as Grocers and Tea Dealers, at No. 200, Great Ancoats-street, No. 97, Tanworth-street, and No. 192, Stretford-road, all in the city of Manchester, has been dissolved from the 17th instant.—Dated this 18th day of November, 1859.

William P. Hackworth.

Levi D. Whittle.

NOTICE is hereby given, that on the 12th day of November, now instant, the Partnership heretofore existing between us the undersigned, William Bransby and John Dixon, as Printers and Bookbinders, at Thirsk, in the county of York, under the firm of Bransby and Dixon, was dissolved; and that all debts owing to or from the said firm will be received and paid by the said William Bransby.—As witness our hands this 17th day of November, 1859.

William Bransby.

John Dixon.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Isaac Beebee and Ezekiel Beebee, of the Wisemore, Walsall, in the county of Stafford, Saddlers' Ironmongers, carrying on business under the style or firm of Isaac and Ezekiel Beebee, has this day been dissolved by mutual consent; and that all debts owing to or by the said partnership firm will be received and paid by the said Ezekiel Beebee alone.—Dated this 22nd day of November, 1859.

Isaac Beebee.

Ezekiel Beebee.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Andrew Pearson Waplington and George Truman, carrying on business in Goldsmith-street, in the town of Nottingham, as Spring and Point Makers, and Rolling Mill Proprietors, under the name or style of Waplington and Truman, is dissolved as from the day of the date hereof, by mutual consent. All debts owing to and by the said copartnership will be received and paid respectively by the said Andrew Pearson Waplington.—Dated this 22nd day of November, 1859.

A. P. Waplington.

George Truman.

NOTICE is hereby given, that the Copartnership heretofore subsisting between the undersigned, George Taylor, William Tipper, and John Green Richardson, under the firm of Taylor, Tipper, and Richardson, as Ship Brokers, at Liverpool, in the county of Lancaster, is this day dissolved by mutual consent, so far as regards the said John Green Richardson.—Dated this 23rd day of November, 1859.

George Taylor.
William Tipper.
John G. Richardson.

NOTICE is hereby given, that the Partnership lately subsisting between us in Market street, Brighton, in the county of Sussex, in the trade or business of Book-binders, was this day dissolved by mutual consent.—As witness our hands this 19th day of November, 1859.

Henry Edward Swane.
John Henry Swane.

NOTICE is hereby given, that the Partnership lately existing between us the undersigned, Edward Austen and Horace Austen, of Banbury, in the county of Oxford, Grocers and Cheesemongers, was dissolved by mutual consent on the 9th day of November instant; and that all debts due or owing to or by the said partnership will be respectively received or paid by the said Horace Austen.—As witness our hands this 9th day of November, 1859.

Edward Austen.
Horace Austen.

NOTICE is hereby given, that the Partnership lately existing between us the undersigned, Thomas Goodwin and Charles Bullock, carrying on business as Manufacturers of China at Longton, in the county of Stafford, under the style or form of Goodwin and Bullock, has this day been dissolved by mutual consent; and that the business will in future be carried on by the said Charles Bullock alone, by whom all debts due to and owing from the said copartnership firm will be received and paid.—Dated this 23rd day of November, 1859.

Thomas Goodwin.
Charles Bullock.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Hubert Major and Thomas Dorrington, as Woollen Warehousemen and Commission Agents, carrying on business at No. 36a, High-street, Manchester, in the county of Lancaster, under the style or firm of H. Major and Co., and also at the city of Glasgow, under the style or firm of Dorrington and Co., has this day been dissolved. All debts due to and owing by the said firms will be received and paid by the said Hubert Major.—Dated this 18th day of November, 1859.

Hubert Major.
Thos. Dorrington.

NOTICE is hereby given, that the Partnership lately subsisting between us, and carried on at the town of Nottingham, under the style or firm of Diston and Rea, in the trade or business of Bobbin and Carriage Makers, has been this day dissolved by mutual consent.—As witness our hands this 9th day of November, 1859.

William Disston.
Alfred Rea.

NOTICE is hereby given, that the Copartnership heretofore subsisting between us the undersigned, William Wilde the younger and Reuben Theodore Glover, of No. 73, Cheapside, in the city of London, carrying on business together at No. 73, Cheapside aforesaid, as Victuallers and Restaurant Keepers, under the firm of Glover and Company, was this day dissolved by mutual consent.—As witness our hands this 22nd day of November, 1859.

Wm. Wilde, jr.
Reuben Theodore Glover.

NOTICE is hereby given, that the Partnership between the undersigned, John Barham and Edwin Parkes, in the trade or business of Carriers, in the city of Gloucester, under the name, firm, or style of Barham and Parkes, was this day dissolved by mutual consent; and in future the business will be carried on by the said Edwin Parkes, on his separate account, and who will pay and receive all debts owing from and to the said partnership in the regular course of trade.—Witness our hands this 17th day of November, 1859.

John Barham.
Edwin Parkes.

THE Partnership heretofore existing between us the undersigned, is this day dissolved by mutual consent.—Witness our hands this 16th day of November, 1859.

Jacob Bagshaw.
Charles Charlesworth.
Thomas Bagshaw.

Liverpool, 3rd June, 1859.

THE Partnership heretofore carried on between James Morris Walthew, John Richmond Cuthbert, and Henry Roose, under the firm of Walthew, Cuthbert, and Company, all of Liverpool, is this day dissolved by mutual consent so far as regards the said Henry Roose.

Jas. M. Walthew.
J. R. Cuthbert.
Henry Roose.

NOTICE is hereby given, that the Partnership lately subsisting between the undersigned, Ralph Horsey and Peter Lord Horsey, carrying on the trade of Brush Makers, in the parish of Corsham, in the county of Wilts, was dissolved by mutual consent, as from the 22nd day of November, 1859. All debts due to and all demands on the said firm are to be paid to and satisfied by the said Ralph Horsey, by whom the said trade is to be continued in the parish aforesaid.—Dated this 22nd day of November, 1859.

Ralph Horsey.
Peter Lord Horsey.

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, Charles Sevin and Henry Robert Grellet, trading under the style or firm of Sevin, Grellet, and Company, as Merchants and Commission Agents, at No. 41, Lime-street, in the city of London, was this day dissolved by mutual consent.—As witness our hands this 22nd day of November, 1859.

Henry Rt. Grellet.
Chas. Sevin.

NOTICE is hereby given, that the business lately carried on by us the undersigned, Charles West and John Hancock, as Merchants and Ship and Insurance Brokers, at the city of Bristol and at Cardiff, in the county of Glamorgan, under the style or firm of H. H. Parry, Brown and Company, will from henceforth be carried on under the style or firm of West, Hancock, and Company.—Dated this 21st day of November, 1859.

Chas. West.
Jno. Hancock.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Adolph Mosenthal, Joseph Mosenthal, and Julius Mosenthal, under the firm of Joseph Mosenthal and Co. at No. 18, King's Arms-yard, in the city of London, Merchants, has been dissolved by mutual consent, so far as regards the undersigned Julius Mosenthal.—Dated this 14th day of November, 1859.

Adolph Mosenthal.
Joseph Mosenthal.
Julius Mosenthal.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned William Lumb, Benjamin Hirst, Thomas Sykes, and Jabez Stott, carrying on business under the name or style of Wm. Lumb and Co., as Cotton Spinners, and Doublers, at Hebble End Mill, otherwise Stubbin Mill, situate near Hebden-bridge, in the townships of Erringden and Sowerby, in the parish of Halifax, in the county of York, is this day dissolved by mutual consent, so far as regards the said Jabez Stott; and that all debts due to, or owing by the said copartnership, will be received and paid by the said William Lumb, Benjamin Hirst, and Thomas Sykes, by whom alone the said business will in future be carried on.—Dated this 23rd day of November, 1859.

Benjamin Hirst.
William Lumb.
Thomas Sykes.
Jabez Stott.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Child and Edmund Wormald, as Photographers, at Leeds, in the county of York, or elsewhere, under the style or firm of Child and Wormald, has been this day dissolved by mutual consent; and that all debts due to and from the said firm will be received and paid by the said Edmund Wormald.—As witness our hands this 23rd day of November, 1859.

William Child.
Edmund Wormald.

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, Mary Jane Maynard and Mary Elizabeth Colpman, as Milliners and Dressmakers, at No. 4, Long-causeway, Peterborough, in the county of Northampton, under the firm of Maynard and Colpman, was on the 5th day of November instant, dissolved by mutual consent; and the said Mary Elizabeth Colpman, is authorized to receive all debts due to the late firm.—As witness our hands this 18th day of November, 1859.

M. J. Maynard.
M. E. Colpman.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Mellor, Robert Robinson, and James Dunkerley, in the trade or business of Corn and Dyewood Millers, carried on at Hollinwood, in the township of Oldham, in the county of Lancaster, was dissolved as and from this day by mutual consent, so far as relates to the said William Mellor. All debts due and owing to or by the said partnership concern will be paid and received by the said James Dunkerley and Robert Robinson, by whom the said business will in future be carried on, under the style or firm of Dunkerley and Robinson.—As witness our hands this 22nd day of November, 1859.

William Mellor.
Robert Robinson.
James Dunkerley.

WILLIAM JOHN DONTORN, 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 William John Donthorn, late of No. 18, Hanover-street, Hanover-square, in the county of Middlesex, Architect, who died on the 18th day of May, 1859, and whose will was proved on the 23rd day of June, 1859, by Thomas Harvey, of East Dereham, in the county of Norfolk, Esq., and Charles Arrowsmith the younger, of No. 40, Devonshire-street, Queen-square, in the county of Middlesex, Gentleman, the executors named in the said will, are to send to the said executors, or to one of them, at the office of the said Charles Arrowsmith, as under, their claims against the estate of the testator, on or before the 7th day of January, 1860, at the expiration of which time the said executors will distribute the assets of the testator, amongst the parties entitled thereto, having regard to the claims which they shall then have notice.—Dated this 23rd day of November, 1859.

CHARLES ARROWSMITH, jun., 40, Devonshire-street, Queen-square, London, Solicitor to the estate of the said William John Donthorn, deceased.

In Re ALEXANDER SOLOMON, 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 debt or claim against or affecting the estate of Alexander Solomon, late of No. 1, St. Mary's-buildings, and Stall-street, Bath, in the county of Somerset, Furniture Dealer, deceased, who died on or about the 17th day of June, 1859, are required to send in the particulars of their debts or claims upon the said estate to Mrs. Mary Davis, wife of Mr. Simon Davis, the administratrix of the estate and effects of the said deceased, at the office of Mr. Frederick Schultz, situate No. 14, King-street, Finsbury-square, Middlesex, on or before the 2nd day of January, 1860, at the expiration of which period the said administratrix will distribute the assets of the said Alexander Solomon among the parties entitled thereto, having regard to the claims of which she shall then have notice, and she will not be liable for any part of such assets to any person or persons of whose claim she shall not then have had notice.—Dated this 23rd day of November, 1859.

THOMAS STOREY, Deceased.

Pursuant to Act of Parliament 22nd and 23rd Victoria, cap. 35.

THE creditors and others having claims against the estate of Thomas Storey, late of Saint Helen's, Auckland, in the county of Durham, Civil Engineer, deceased, who died on the 15th day of October last, are hereby required to send in their claims on or before the 1st day of February next, to William Shanks, of Bishop Auckland, in the said county, Spirit Merchant, one of the executors, preparatory to the due administration of the estate of the deceased, and all persons indebted to the estate are required forthwith to pay the amount of their debts to the said executor.—Dated this 9th day of November, 1859.

HIPLIE and PROUD, Bishop Auckland, Solicitors to the Executors.

RICHARD DENNE, 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 the creditors of and all persons claiming debts or liabilities affecting the estate of Richard Denne, late of Rodmersham, in the county of Kent, Gentleman, who died on the 8th day of September, 1859, and whose will was proved on the 4th day of October, 1859, by Richard Solly, of Mayland, in the county of Essex, Gentleman, and William Denne, of Mayland Hall, in Essex, Gentleman, the executors named in the said

will, are to send in to the said Richard Solly and William Denne, or to either of them, or to their Solicitors, Messrs. Henry and George Lake and Keudall, of No. 10, New-square, Lincoln's-inn, London, their debts or claims against the estate of the said testator, on or before the 23rd day of January, 1860; or in default thereof, the said executors will, at the expiration of the above-mentioned time, distribute the assets of the said testator among the parties entitled thereto, having regard to the debts or claims of which they shall then have notice.—Dated this 23rd day of November, 1859.

NATHAN MOSS, 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 against, upon, or affecting, the estate of Nathan Moss, late of No. 23, Sidney-square, St. Pancras, in the county of Middlesex, Gentleman, who died on the 6th day of August, 1859, and whose will was proved by Barnett Moss, of Leman-street, Whitechapel, in the county of Middlesex, Looking Glass Manufacturer, and Hyam Levy, of Shadwell High-street, in the county of Middlesex, Clothier, the executors named in the said will, are required to send in to either of the said executors, at their residences aforesaid, or to their Solicitor, the undersigned, George Henderson, the particulars of their debts or claims against or upon the estate of the said testator, on or before the 19th day of January, 1860, at the expiration of which time the said executors will distribute the assets of the testator among the parties entitled thereto, having regard to the claims of which they shall then have notice.—Dated the 22nd day of November, 1859.

GEORGE HENDERSON, 22, Leadenhall-street, Solicitor for the said Executors.

THOMAS LEE, Deceased.

Pursuant to an Act of Parliament of the 22nd and 23rd Victoria, chapter 35.

CREDITORS and others, having claims against the estate of Thomas Lee, late of Loman-street, Southwark, in the county of Surrey, and of No. 85, Blackfriars-road, in the same county, Skinner and Furrier, deceased, who died on or about the 21st day of March, 1859, are hereby required to send in their claims against the estate of the said deceased, to Messrs. Parson and Lee, of No. 15, Coleman-street, in the city of London, the Solicitors to the executors of the deceased, on or before the 31st day of December next. At the expiration of that time, the executors will proceed to distribute the assets of the said testator 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 23rd day of November, 1859.

ROBERT WALKER, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that the creditors of and all persons having any claims against the estate of Robert Walker, late of Nos. 4 and 5, Saint John-street, Clerkenwell, and of Waterloo-terrace, Commercial-road East, both in the county of Middlesex, Pawnbroker, deceased, and till his death residing in Mare-street, Hackney, in the same county, who died on the 5th day of April, 1858, and whose will was proved on the 14th day of May, in the same year, by James Telfer and John Alton, two of the executors therein named, are hereby required to send to us the undersigned, Solicitors of the said executors, on or before the 1st day of March, 1860, the particulars of their claims against the estate of the said Robert Walker, deceased. And notice is hereby further given, that at such last mentioned date, the said executors will pay over the assets of the estate of the said Robert Walker, deceased, to the residuary legatee, having regard only to the claims of which they shall then have had notice, and that they will not be liable for any claim of which such notice shall not have been given.—Dated this 23rd day of November, 1859.

COX and STONE, 33, Poultry, London, Solicitors for the Executors of the said Robert Walker.

JESSE WOOD PILCHER, Deceased.

NOTICE to creditors, pursuant to Act 22nd and 23rd Victoria, cap. 35, sec. 29.—The administrator of Jesse Wood Pilcher, late of the parish of Charlton, in Dover, in the county of Kent, Gentleman, who died intestate, on the 3rd day of October, 1858, hereby gives notice to all persons claiming to be creditors, or otherwise to have any claim or demand against the estate of the said intestate, that they are required on or before the 2nd day of January next, to send the particulars of their debts or other claims or demands on the estate, to Stephen Chalk, of Dover aforesaid, Solicitor to

the administrator, and that otherwise the administrator will consider himself at liberty to distribute the intestate's assets amongst the parties entitled thereto.—Dated this 23rd day of November, 1859.

BRITISH GUIANA.

Official Advertisement—County Berbice, to wit.

IN pursuance of the Ordinance, No. 7, of the year 1851, intituled, "An Ordinance for amending and consolidating the Rules and Regulations applicable to the office of Administrator-General in the colony of British Guiana,"—

I, the undersigned, Administrator-General of Berbice, in the colony of British Guiana, do hereby call up and require the creditors of the estates hereinafter mentioned to file their claims according to law, at my office, in the public buildings, in the town of New Amsterdam, in the colony aforesaid, within the period of four months from the publication of my second and last advertisement in the London Gazette, on pain, in default thereof, of being debarred from filing thereafter any claims omitted to be filed within the period aforesaid. This being my first advertisement.

Berbice, this 20th day of October, 1859.

L. HOUSTON, Administrator-General of Berbice.

List of Estates referred to in the above Official Advertisement.

Estate of Guy Philips, deceased, lately an inhabitant of the county Berbice, who died in or about the month of May, 1859.

Estate of Henrietta Berthon (or Britton), deceased, who died in the county of Berbice, on or about the 8th day of May, 1859.

Estate of Johan Frederick Brow, an Insolvent, under ordinance, No. 29, of the year 1846.

Estate of Eliza Hiles, deceased, lately an inhabitant of the county Berbice, who died on or about the 11th day of August, 1859.

Estate of Frances Taylor, deceased, lately an inhabitant of the county Berbice, who died on or about the 14th day of September, 1859.

L. HOUSTON, Administrator-General of Berbice.

BRITISH GUIANA.

Official Advertisement.—Demerary and Essequibo, to wit.

IN pursuance of the Ordinance No. 7, of the year 1851, I, the undersigned Administrator-General of Demerary and Essequibo, in the colony of British Guiana, do hereby call up and require the creditors of the estates hereinafter mentioned, to file their claims according to law, at my office in the Public-buildings, in the city of Georgetown, in the colony aforesaid, within the period of four months, from the publication of my second and last advertisement in the London Gazette, on pain, in default thereof, of being debarred from filing thereafter any claims omitted to be filed within the period aforesaid.—This being my first advertisement.

Demerary and Essequibo, this 25th day of October, 1859.

JOHN DALY, Administrator-General of Demerary and Essequibo.

List of Estates referred to in the above Official Advertisement.

Estate of Boa Ventura Antonio Teives, deceased, lately an inhabitant of the city of Georgetown, county of Demerary, who died intestate in the said city, on or about the 23rd day of August, 1859.

Estate of Rebecca Stokes, deceased, lately an inhabitant of this colony, who died intestate in the city of Georgetown, on or about the 25th of August, 1859.

Estate of Toby Stevenson, deceased, lately an inhabitant of this colony, who died intestate in the Colonial Hospital, in or about the month of October, 1858.

Estate of Cuffy Grant, deceased, lately an inhabitant of this colony, who died at Plantation, Caledonia, Wakenaam, in or about the month of August, 1859.

Estate of Cicero Phoenix, deceased, lately an inhabitant of this colony, who died intestate at Aurora-village, in the county of Essequibo, in or about the month of October, 1859.

Estate of Julius Le Doux, a native of France, an inhabitant of this colony, an Insolvent under ordinance, No. 29, of the year 1846.

JOHN DALY, Administrator-General.

(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, cap. 120, intituled "An Act to Facilitate Leases and Sales of Settled Estates;" and in the matter of the freehold Pot Works and the buildings and hereditaments used therewith, devised by the Will of John Henry Clive, deceased, situate at Clayhills, near Tunstall, in the county of Stafford now in the occupation of Thomas Elmore and Thomas Forster.

NOTICE is hereby given, that an application has been made under the above Act of Parliament by petition presented, in this matter, on the 8th day of November

instant, by Henry Clive, of Moor House, in the parish of Biddulph, in the county of Stafford, Coal and Ironstone Master; Henry Meir, of Tunstall, in the said county of Stafford, Earthenware Manufacturer; and Thomas Cartlich, late of Chell-lodge, in the parish of Wolstanton, in the county of Stafford, but now of the Manor-house, Woore, in the county of Salop, Esq., that a lease for twenty-one years from the date thereof may be granted of the said Pot Works, buildings, and hereditaments, to the said Thomas Elmore and Thomas Forster, at the rent, and subject to the covenants mentioned in the said petition, and that such lease may be executed by the said petitioners, Henry Meir and Thomas Cartlich, as lessors, and also by Messrs. William Baker and Thomas Llewellyn, in the said petition mentioned, and may be approved of by the Judge to whose Court this matter is attached in chambers.

Any Order of the Court, or notice relating to the subject of the said petition, may be served at the office of Thomas Rogers, Solicitor, of No. 70, Fenchurch-street, in the city of London.—Dated this 23rd day of November, 1859.

In Chancery.

Tynedale v. Jenkyn.

Hornsey and Islington.

WITH the approbation of the Vice-Chancellor, Sir John Stuart, the absolute reversion to a third part expectant on the decease of the tenant for life, who will be aged 70 in December, 1859, in about 105a. 0r. 31r., of freehold building land, upon which is a good residence and numerous out-buildings, and four dwelling-houses and gardens, pleasantly situated in the village of Hornsey, extending from Crouch End to the Great Northern Railway, and in about 38 acres of freehold building land, having frontages of several thousand feet upon the Hornsey-road and Hornsey-lane, Highgate, in the parish of Islington, and county of Middlesex, the whole within five miles of the General Post Office and Charing Cross.

And also in one-third share, expectant on the decease of the said tenant for life, of the sum of £4,720 Os. 2d., £3 per cent. Consolidated Annuities, standing in the name of the trustee and in the sum of £10,013 13s. 3d. sterling, secured upon mortgages, will be sold by auction, by Messrs. Prickett and Sons, at the Mart, opposite the Bank of England, City, on Monday, the 19th day of December, 1859, at twelve o'clock, in one lot.

Particulars may be obtained at the Inns at Hornsey, Highgate, and Barnet; at the Auction Mart, City; of G. Annesley, Esq., No. 64, Lincoln's-inn-fields; A. Godwin, Esquire, Solicitor, No. 4, Essex-court, Temple; of Messrs. Gregory, Gregory, Skirrow, and Rowelliff, No. 1, Bedford-row; and of Messrs. Prickett and Sons, Auctioneers, &c., No. 62, Chancery-lane, and High-street, Highgate, where plans of the estates may be inspected.

TO be sold, pursuant to a Decree of the High Court of Chancery, made in a cause Snow v. Blake, with the approbation of the Vice Chancellor, Sir John Stuart, by Mr. Charles Edwin Ventom, at the Auction Mart, in the city of London, on Thursday, the 12th day of January next, at twelve for one o'clock precisely in the afternoon, in ten lots, several one undivided third parts of annuities for lives and policies of assurance, on which same are secured, and one undivided third part of two leasehold houses, Nos. 36 and 37, Clifton-street, Finsbury, Middlesex, let on a long lease, 39 years of the term of which has yet to run, late the property of William Lee, of Canterbury, Esquire, deceased, and more particularly described in the particulars of sale, which may be had, gratis, at the Offices of Messrs. Blake and Snow, No. 22, College-hill, Cannon-street, London; Mr. Edward Guillaume, No. 14, George-street, Mansion House, in the said city of London; Messrs. Turner, No. 8, Mount-place, Whitechapel; Mr. Ventom, the Auctioneer, at his office, No. 7, Angel-court, Throgmorton-street; and at the Mart.—Dated the 22nd November, 1859.

BY a Decree of the High Court of Chancery, made in a cause wherein John Sherwin Sherwin and Edward Bourchier Hartopp are plaintiffs, and Richard Cheslyn, deceased, and William Hutchinson Cheslyn, are defendants, the Court has decreed the execution of the trusts of two indentures, severally dated the 25th day of October, 1841, whereby Richard Cheslyn the elder, late of Langley Priory, in the county of Leicester, Esquire, deceased, and his son, the late defendant, Richard Cheslyn, deceased, made a conveyance and assignment of real and personal estates in trust for sale, and declared the trusts of the purchase monies to arise therefrom, and of the income of the said estates in favour of certain mortgage and other creditors of the said Richard Cheslyn the elder, deceased, and other persons therein mentioned or referred to; and the said Court has by the said decree directed enquiries as to incumbrances affecting the said estates. All persons interested under the trusts of the said secondly-mentioned indenture, who have come in under and claimed the benefit thereof, or who are desirous of coming in under and claiming the benefit thereof; and all persons claiming to be incumbrances on the said estates, are by their respective solicitors, on or before the tenth

day of January, 1860, to come in and substantiate their claims at the chambers of the Vice-Chancellor, Sir John Stuart, No. 11, Old-square, Lincoln's-inn, London; and in default thereof they will be peremptorily excluded from the benefit of the said decree, and of the said last-mentioned indenture. Friday, the twentieth day of January, 1860, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon claims to be so made.—Dated this 23rd day of November, 1859.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of James Collins, late of No. 17, Jewin-street, Cripplegate, in the city of London, and of No. 10, Westbourne-terrace, Barnsbury-park, in the county of Middlesex, Gold and Silver Refiner, deceased, and in a cause Joshua John Collins against Mary Ann Collins, Elizabeth Collins, and Catherine Collins, the creditors of the said James Collins, who died on or about the 17th day of March, 1859, are, by their Solicitors, on or before Wednesday, the 11th January, 1860, to come in and prove their debts at the chambers of the Master of the Rolls, in the Rolls-yard, Chancery-lane, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Monday, the 16th day of January, 1860, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 24th day of November, 1859.

PURSUANT to an Order of the High Court of Chancery, made in a cause Sutton against Smith, the incumbrancers upon the real estate of William Ballard, late of the parish of Kenilworth, in the county of Warwick, Victualler, who died in or about the month of December, 1841, are, by their Solicitors, on or before the 22nd day of December, 1859, to come in and prove their claims, at the chambers of the Master of the Rolls, in the Rolls-yard, Chancery-lane, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Tuesday, the 10th day of January, 1860, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 24th day of November, 1859.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the Honourable Sir Edward Butler, late of Harefield, in the county of Southampton, deceased, the creditors or persons claiming debts or liabilities affecting the personal estate of the said Sir Edward Butler, who died in or about the month of October, 1858, are, by their Solicitors, on or before the 11th day of January, 1860, to come in and prove their debts or claims, at the chambers of the Master of the Rolls, in the Rolls-yard, Chancery-lane, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Wednesday, the 18th day of January, 1860, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 24th day of November, 1859.

PURSUANT to an Order of the High Court of Chancery, made in the causes Bauer against Mitford, Bauer against Maule, Bauer against Maule, Bauer against Her Majesty's Attorney-General, and Kohler against Her Majesty's Attorney-General, the creditors of George Frederick Koehler, otherwise Kaylor, otherwise Kaylor, late of Jaffa, in Egypt, a Brigadier-General in His then Majesty's Regiment of Artillery, who died in or about the month of December, 1800, are, by their Solicitors, on or before the 22nd December, 1859, to come in and prove their debts, at the chambers of the Vice-Chancellor Kindersley, at No. 3, Stone-buildings, Lincoln's-inn, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Wednesday, the 11th day of January, 1860, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 24th day of November, 1859.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of Henry Tompsett, and in a cause Tompsett against Tompsett, the creditors of Henry Tompsett, late of Mayfield, in the county of Sussex, Yeoman, who died in or about the month of January, 1859, are, by their Solicitors, on or before the 14th day of December, 1859, to come in and prove their debts, at the chambers of the Master of the Rolls, Rolls-yard, Chancery-lane, Middlesex, or in default thereof, they will be peremptorily excluded from the benefit of the said Order. Friday, the 23rd 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.

PURSUANT to a Decree of the High Court of Chancery, made in a cause Alice Law, the wife of defendant, Thomas Charles Law, and Sarah Johnson, the wife of the defendant, Henry Johnson, by their next friend, against Anthony Buck and others, the creditors of Bernard Hartley, the Elder, late of Lower Whitelee, in Higham Booth, in the

Forest of Pendle, in the county of Lancaster, Gentleman, who died in or about the month of April, 1850, and also the incumbrancers upon his real estates, are, by their Solicitors, on or before the 10th day of January, 1860, to come in and prove their claims at the chambers of the Vice-Chancellor Sir John Stuart, No. 12, Old-square, Lincoln's-inn, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Tuesday, the 17th day of January, 1860, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 22nd day of November, 1859.

NOTICE is hereby given, that William Major, of No. 63, Union-road, Southwark, in the county of Surrey, Oil and Colourman, hath by indenture, dated the eleventh day of November, one thousand eight hundred and fifty-nine, assigned all his stock in trade, debts, estate, and effects, unto Edward Gaby, of Shoreditch, in the county of Middlesex, Merchant, in trust for the equal benefit of the creditors of the said William Major, and that the said indenture was duly executed by the said William Major, on the said eleventh day of November instant, and by the said Edward Gaby on the seventeenth day of November instant, and that the said William Major and Edward Gaby respectively executed the said indenture in the presence of John Hollams, of Mincing-lane, in the city of London, Solicitor, by whom such execution by the said William Major and Edward Gaby respectively was attested.—Dated this 21st day of November, 1859.

MARTEN, THOMAS, and HOLLAMS, Mincing-lane, London, Solicitors for the said Trustee.

NOTICE is hereby given, that by an indenture, bearing date the fifteenth day of November instant, Alexander Diack, of No. 8, Clarendon Villas, Clarendon-road, Notting-hill, in the county of Middlesex, Schoolmaster, hath assigned and transferred all his estate and effects to Samuel Rothwell the younger, of No. 6, Cross-lane, Saint Dunstan's in the East, in the city of London, Printer (a creditor of the said Alexander Diack), and George Diack, of No. 26, Green-street, Grosvenor-square, in the said county of Middlesex, Upholsterer, as trustees upon trust, for the equal benefit of all the creditors of him the said Alexander Diack who shall execute the same indenture within two calendar months, from the day of the date thereof, and that the said indenture was duly executed by each of them, the said Alexander Diack, Samuel Rothwell the younger, and George Diack respectively, on the day of the date thereof, in the presence of, and was attested by, William Wise, of No. 8, Clarendon-road Villas, Clarendon-road aforesaid, Gentleman, Attorney-at-law, where the same indenture of assignment now lies for execution by the creditors of the said Alexander Diack.—Dated this twenty-first day of November, 1859.

NOTICE is hereby given, that John William Hannell, of Great Hadham, in the county of Hertford, Carpenter and Builder, by indenture of assignments, bearing date the 31st day of October, 1859, and made between the said John William Hannell, of the first part; Joseph Goddard, of Tottenham-court-road, in the county of Middlesex, Ironmonger, trustee for himself and the rest of the creditors of the said John William Hannell, parties to the said indenture, of the second part; and the several other persons whose names and seals are thereunto subscribed and set, being respectively creditors of the said John William Hannell, of the third part; did assign unto the said trustee, his executors, administrators, and assigns, all and every the stock in trade, horse and cart and harness, goods, wares, merchandizes, household furniture, fixtures, plate, linen, china, books of account, debts, sum and sums of money, and all securities for money, vouchers, and other documents and writings and all other the personal estate and effects, whatsoever and wheresoever, of him the said John William Hannell, upon trust for the equal benefit of the creditors of the said John William Hannell, as therein mentioned. And notice is hereby further given, that the said indenture was executed by the said John William Hannell and Joseph Goddard on the 31st day of October aforesaid, in the presence of, and attested by, George Williams, of No. 31, Alfred-place, Bedford-square, Middlesex, Attorney-at-Law; and that the said indenture now lies at the office of Messrs. G. and C. Williams, No. 31, Alfred-place, Bedford-square aforesaid, for execution by the creditors of the said John William Hannell.—Dated this 24th day of November, 1859.

NOTICE is hereby given, that by an indenture dated the first day of November instant, John Burgess Soper and Edmund Cranstone, both of Basingstoke, in the county of Southampton, Gausmiths and Ironmongers, carrying on trade in copartnership under the firm of Soper and Cranstone, assigned all their joint and separate personal estate and effects, unto Joseph Scrivener Keep, of Birmingham, in the county of Warwick, Merchant; Henry Colley, of Sheffield, in the county of York, Cutler; and Charles

Osborne, of Birmingham aforesaid, Gunmaker; upon trust, for the benefit of all the creditors of the said John Burgess Soper, and Edmund Craustone, and that the said indenture was executed as to the said John Burgess Soper, on the day of the date thereof, as to the said Edmund Craustone, on the second day of November instant, in the presence of, and their respective executions are attested by, Richard Henry King, of Basingstoke aforesaid, Solicitor, as to the said John Scrivener Keep and Charles Osborne, on the fourth day of November instant, in the presence of, and their respective executions are attested by Henry Harper, each of Birmingham aforesaid, Solicitor, and as to the said Henry Colley, on the fifth day of November instant, in the presence of, and his executions attested by John Newbould, of Sheffield aforesaid, Solicitor. And that the said indenture now lies at the office of Messrs. Prickett and King, of Basingstoke aforesaid, Solicitors, for inspection and execution by the said creditors.—Dated this twenty-first day of November, 1859.

NOTICE is hereby given, that Thomas Moody, of Romsey, in the county of Southampton, Baker and Grocer, hath by an indenture of assignment, bearing date the 31st day of October, in the year 1859, and made between the said Thomas Moody of the first part; William Andrews Footner, of Romsey aforesaid, Banker, and George Withers of the same place, Miller, of the second part; and the several other persons whose names and seals are thereunto subscribed and set, being severally creditors of the said Thomas Moody of the third part; assigned all his estate and effects to the said William Andrews Footner, and George Withers, in trust for all the creditors of the said Thomas Moody. The said indenture of assignment was duly executed by the said Thomas Moody, on the said 31st day of October, 1859, in the presence of, and attested by George Bright Footner, of Romsey aforesaid, Attorney-at-law, and the same indenture was duly executed by the said William Andrews Footner, and George Withers respectively, on the same 31st day of October, 1859, in the presence of, and attested by the said George Bright Footner.—Dated this 22nd day of November, 1859.

NOTICE is hereby given, that by indenture, bearing date the 17th day of November, 1859, James Wilkinson Reeve, of Clapham, in the county of Surrey, Baker, granted, released, conveyed, and assigned all and every, his freehold and leasehold estates, situate and being in Bromells-road, Clapham aforesaid, with their appurtenances, and all other his leasehold estates, situate in Pleasant-place, Park-road, Clapham aforesaid, and also all and every his estate and effects, whatsoever and wheresoever, unto William Henry Wells, of Wandsworth, in the county of Surrey, Miller, and Robert Linton Charrington, of Carshalton, in the said county of Surrey, Miller, (subject as therein mentioned,) upon trust for the equal benefit of themselves, and of all other the creditors of the said James Wilkinson Reeve; and that the said indenture was executed by the said James Wilkinson Reeve, on the day of the date thereof and by the said William Henry Wells, and Robert Linton Charrington respectively, on the 18th day of November instant, in the presence of, and their execution respectively was attested by me, the undersigned James Watson Jewett, of No. 45, Lime-street, in the City of London, Solicitor, and which said indenture is now lying at my office No. 45, Lime-street aforesaid, for the signatures of such of the creditors of the said James Wilkinson Reeve, as choose to concur in the same; all persons claiming to be creditors of the said James Wilkinson Reeve are desired to forward the particulars of their respective claims, and all persons standing indebted to the said James Wilkinson Reeve are requested, without delay, to pay the amount of their respective debts to me, the undersigned James Watson Jewett.—Dated this 21st day of November, 1859.

NOTICE is hereby given, that by an indenture of assignment, bearing date the 10th day of November, 1859, David Edwards and William Roberts, both of Liverpool, in the county of Lancaster, Grocers and Provision Dealers, assigned all their joint personal estate and effects, and the said David Edwards also assigned all his separate personal estate and effects, whatsoever and wheresoever, as therein mentioned, unto John Appleton, Wholesale Grocer, whose place of abode is at No. 51, Saint Anne-street, and William Hughes Jones, Provision Dealer, whose place of abode is at No. 4, Mount-pleasant, both in the borough of Liverpool aforesaid, upon certain trusts, for the benefit of the creditors of the said David Edwards and William Roberts, who should execute the said indenture within two calendar months from the date thereof; and that the said indenture was duly executed by the said David Edwards and William Roberts respectively, on the day of the date thereof, by the said John Appleton, on the 16th day of November instant, and by the said William Hughes Jones, on the 24th day of November instant, in the presence of, and attested by, Richard Teebay, of Liverpool aforesaid, Attorney-at-Law, whose place of abode is at Latham, in the said county of Lancaster. And notice is hereby given, that the said in-

denture of assignment now lies at the office of the said Richard Teebay, No. 10, Sweeting-street, Castle-street, in Liverpool aforesaid, for execution by the creditors of the said David Edwards and William Roberts.—Dated this 24th day of November, 1859.

Messrs. Gibson and Skerry's Assignment.

NOTICE is hereby given, that by an indenture, bearing date the 17th day of November, 1859, Peter Edmund Gibson and James Beadnell Skerry, of New Malton, in the county of York, Carpenters and Builders, have conveyed and assigned all their and each of their estate and effects whatsoever to Thomas Reed, of New Malton aforesaid, Gentleman, Walter Cattley, of the city of York, Timber Merchant, and William Smiddy, of New Malton aforesaid, Plumber, as trustees, upon trust, for the benefit of all the creditors of them the said Peter Edmund Gibson and James Beadnell Skerry, who shall execute the same within three months from the date thereof; and that the said indenture was duly executed by the said Peter Edmund Gibson, James Beadnell Skerry, Thomas Reed, Walter Cattley, and William Smiddy, on the said 17th day of November, 1859, the execution of which indenture by the said Peter Edmund Gibson, James Beadnell Skerry, Thomas Reed, Walter Cattley, and William Smiddy, respectively, is witnessed by Henry Jackson, of New Malton aforesaid, Solicitor. And notice is further given, that the said deed of assignment now lies at my office in New Malton aforesaid, for execution by the creditors of the said Peter Edmund Gibson and James Beadnell Skerry; and that all such creditors as shall neglect or refuse to execute the same as aforesaid, will be excluded all benefit arising therefrom.—Dated this 24th day of November, 1859.

HENRY JACKSON, Solicitor to the Trustees, New Malton

NOTICE is hereby given, that by an indenture, bearing date the 22nd day of November, 1859, John Cartwright, of Horncastle, in the county of Lincoln, Silversmith, hath conveyed and assigned all his estate and effects to John Tomlinson, Silversmith, and David Sharpley, Chymist and Druggist, both of Horncastle, in the county of Lincoln, as trustee upon trust, for the benefit of all the creditors of him the said John Cartwright; and that the said indenture was duly executed by the said John Cartwright, John Tomlinson, and David Sharpley, on the said 22nd day of November, 1859, and the due execution of which indenture, by all the parties thereto, was witnessed by Frederick William Tweed, of Horncastle aforesaid Gentleman. And notice is hereby further given, that such indenture now lies at my office for inspection and examination by the creditors of the said John Cartwright.—Dated this 22nd day of November, 1859.

FRED. W. TWEED, Solicitor for the Trustees.

NOTICE is hereby given, that by an indenture, bearing date the 17th day of November, 1859, Joseph Thomas, of Canton, in the parish of Llandaff, in the county of Glamorgan, Draper, assigned all his estate and effects as therein mentioned, unto William Godby Eggar, of the city of Bristol, Linen Merchant, and Clement Lucas, of Cardiff, in the said county of Glamorgan, Gentleman, upon trust, for the benefit of such of the creditors of the said Joseph Thomas, as should execute the said indenture, within three calendar months from the date thereof. And notice is hereby further given, that the said indenture was executed by the said Joseph Thomas, on the said 17th day of November instant, in the presence of and attested by Clement Waldron, Solicitor, Cardiff; by the said William Godby Eggar, on the 18th day of November instant, in the presence of, and attested by, John Latham Press, of the city of Bristol, Solicitor; and by the said Clement Lucas, on the 19th day of November instant, in the presence of, and attested, by the said Clement Waldron. And notice is hereby further given, that the said indenture is now lying for execution at the office of the said

CLEMENT WALDRON, Solicitor, Church-street, Cardiff,
Dated this 19th day of November, 1859.

NOTICE is hereby given, that by indenture, bearing date the 31st day of October, 1859, John Cowen of Crook, in the county of Durham, Ironmonger, assigned all his stock in trade, goods, furniture, debts, and all other his personal estate and effects whatsoever and wheresoever, unto Matthew Dodds, of Bedburn, in the said county of Durham, Forgeman, and Joseph Cowen, of Crook aforesaid, Grocer, upon trust, for the equal benefit of themselves and all others the creditors of the said John Cowen, who should execute the said indenture, within four months from the date thereof; that the said indenture was executed by the said John Cowen on the day of the date thereof, and by the said Joseph Cowen on the 10th day of November instant, in the presence of, and their execution was witnessed by John Proud, of Bishop Auckland, in the said county of Durham, Solicitor, and Joseph Broadwell, of the same place, Attorney's Clerk; and by the said Matthew Dodds, on the 11th day of the same month, in the presence

of, and his execution was witnessed by William Hepple, of Bishop Auckland aforesaid, Solicitor, and the said Joseph Broadwell. And the said indenture now lies at the offices of Messrs. Hepple and Proud, of Bishop Auckland aforesaid, Solicitors, for execution by the said creditors. And notice is hereby further given, that such of the said creditors as shall not execute or assent in writing, to take the benefit of the said indenture on or before the 28th day of February next, or within such further time not exceeding thirty days, as the said trustees shall by writing under their hands declare shall be excluded from all benefit thereunder.—Dated this 14th day of November, 1859.

NOTICE is hereby given that Thomas Gayfer, of Clare, in the county of Suffolk, Maltster and Miller, has by an indenture of assignment, bearing date the 19th day of November, 1859, assigned all his estate and effects whatsoever, both real and personal, to William Robert Bevan, of Plumpton-hall, in the parish of Wepstead, in the said county of Suffolk, and James Stammers Ray, of Clare aforesaid, Shopkeeper, as trustees, for the benefit of all the creditors of the said Thomas Gayfer, who shall execute the said indenture or otherwise assent thereto, within three calendar months from the date thereof; which said indenture of assignment was duly executed by the said Thomas Gayfer, William Robert Bevan, and James Stammers Ray, on the said 19th day of November, 1859, in the presence of, and attested by Henry Crabb Canham of Sudbury in the said county of Suffolk, Solicitor, and William Francis Perry, of Clare aforesaid, Estate Agent. And the said indenture now lies at the office of Messieurs Andrews and Canham, Solicitors, of Sudbury aforesaid, for inspection and execution by the Creditors of the said Thomas Gayfer.—Dated this 22nd day of November, 1859.

NOTICE is hereby given, that John Blackwell, of Sheffield, in the county of York. File and Steel Manufacturer and Merchant, did, by deed bearing date the 18th day of November, 1859, assign unto Edward Liddell, of Sheffield aforesaid, Bank Manager; Joseph Wells, of Echington, in the county of Derby, Coal Owner; William Lyon Bickley, of Sheffield aforesaid, Iron Agent, and Joseph Clarke, of Sheffield aforesaid, Coal Merchant; all the estate and effects of him the said John Blackwell, upon the trusts therein mentioned, for the benefit of all the creditors of the said John Blackwell; and which said deed was duly executed by the said John Blackwell, on the said 18th day of November, 1859; and also by the said Edward Liddell, Joseph Wells, William Lyon Bickley, and Joseph Clarke, on the 22nd day of November, 1859; and the execution of the said deed by the said John Blackwell, Edward Liddell, Joseph Wells, William Lyon Bickley, and Joseph Clarke, was attested by Thomas Rayner, of Sheffield aforesaid, Attorney-at-Law, and that the said indenture now lies at the office of the said Thomas Rayner, North Church-street, Sheffield aforesaid, for perusal and execution by the creditors of the said John Blackwell, and who will be excluded from all benefit under the said deed, unless they execute the same within two calendar months from the date thereof.—Dated this 23rd day of November, 1859.

Declaration of Dividend under a Petition, dated 6th July, 1859, against Robert Barber, of Little Bentley, in the county of Essex, Cow Keeper, Dairyman, Drillman, and Machinist.

NOTICE is hereby given, that a First Dividend, at the rate of 9s. 1½d. in the pound is now payable, and that warrants for the same may be received by those legally entitled, at my office, No. 36, Basinghall-street, City, on Monday the 28th instant, or any subsequent Monday, between the hours of eleven and three of the clock, on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special direction of a Commissioner. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.—November 24, 1859.

H. H. CANNAN, Official Assignee.

Declaration of Dividend under a Petition, dated 21st March, 1859, against John Franks Chittenden, of No. 1, Saint John's Park Villas, Upper Holloway, in the county of Middlesex, Surgeon and Apothecary.

NOTICE is hereby given, that a First Dividend, at the rate of 3s. in the pound, is now payable, and that warrants for the same may be received by those legally entitled, at my office, No. 36, Basinghall-street, City, on Monday the 28th of November instant, or any subsequent Mondays, between the hours of eleven and three o'clock on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special direction of a Commissioner. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.—November 24, 1859.

H. H. CANNAN, Official Assignee.

Declaration of Dividend under a Petition, dated 22nd July, 1859, against Samuel Whitfield Morgan, late of No. 38, Throgmorton-street, in the city of London, Stock and Share Broker.

NOTICE is hereby given, that the First Dividend at the rate of 2s. in the pound, is now payable, and that warrants for the same may be received by those legally entitled, at my office, No. 36, Basinghall-street, City, on Monday the 28th of November instant, or any subsequent Mondays, between the hours of eleven and three of the clock on each day. No warrants can be delivered unless the securities be produced, without the special direction of a Commissioner. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.—November 24, 1859.

H. H. CANNAN, Official Assignee.

Declaration of Dividend under a Fiat, dated 2nd September 1844, against Lawrence Sothers and William Peritt, of Gravesend, in the county of Kent, Grocers and Cheesemongers.

NOTICE is hereby given, that the Second Dividend, at the rate of 1s. 9d. in the pound is now payable, and that warrants for the same may be received by those legally entitled, at my office, No. 36, Basinghall-street, City, on Monday the 28th instant, or any subsequent Monday, between the hours of eleven and three o'clock, on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special direction of a Commissioner. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.—November 24, 1859.

H. H. CANNAN, Official Assignee.

In the Matter of Charles Robert Thompson, of Winchester House, Old Broad-street, in the city of London, and of Southampton, in the town and county of Southampton, Wine Merchant and East India Agent, trading under the firm of C. R. Thompson and Co.

I HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a Second Dividend of 2½d. in the pound, upon application at my office, as under, on Thursday, 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.—November 22, 1859.

H. H. STANSFELD, Official Assignee,
10, Basinghall-street, London.

In the Matter of Peter Desbrisay Stewart, of North Bank Saint John's Wood, in the county of Middlesex, and of Prince Edward's Island, in the province of New Brunswick, North America, Merchant.

I HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a Second Dividend of 3½d. in the pound, upon application at my office, as under, any Thursday, between the hours of eleven and two. No Dividend will be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators are required to produce the probate of the will or the letters of administration under which they claim.—November, 22, 1859.

H. H. STANSFELD, Official Assignee,
10, Basinghall-street, London.

In the Matter of Solomon Solomon, of No. 1, Strand, in the county of Middlesex, Tailor.

I HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a First Dividend of 3½d. in the pound, upon application at my office, as under, on any Thursday, 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.—November 21, 1859.

H. H. STANSFELD, Official Assignee,
10, Basinghall-street, London.

In the Matter of Thomas Gratwick, of Camberwell-green, and late of No. 216, High-street, Southwark, both in the county of Surrey, Cheesemonger, 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 6½d. in the pound, upon application at my office, as under, any Thursday, between the hours of eleven and two 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.—November 21, 1859.

H. H. STANSFELD, Official Assignee,
10, Basinghall-street, London, E.C.

In the Matter of Henry Joseph Prntt, of No. 123, New Bond-street, in the county of Middlesex, Trunk Maker, Dealer and Chapman.

HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a First Dividend of 3 $\frac{3}{4}$ d. in the pound, upon application at my office, as under, any Thursday, 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.—November 21, 1859.

H. H. STANSFELD, Official Assignee,
10, Basinghall-street, London, E.C.

In the Matter of the Separate Estate of Thomas Varty, one of the firm of Thomas Varty and Elwin Owen, of No. 31, Strand, in the county of Middlesex, Publishers, Booksellers, and Stationers.

HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a Second Dividend of 2d. in the pound, upon application at my office, as under, on any Thursday, 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.—November 21, 1859.

H. H. STANSFELD, Official Assignee,
10, Basinghall-street, London, E.C.

In the Matter of James Bugbee, of No. 38, Vincent-square, Westminster, in the county of Middlesex, Contractor, Dealer and Chapman.

HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a Final Dividend of 3 $\frac{3}{4}$ d. in the pound, upon application at my office, as under, any Thursday, between the hours of eleven and two of the clock. 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.—November 21, 1859.

H. H. STANSFELD, Official Assignee,
10, Basinghall-street, London.

In the Matter of Edward Leech, of the city of Chichester, in the county of Sussex, Apothecary, Dealer and Chapman.

HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a First Dividend of 1s. 3 $\frac{3}{4}$ d. in the pound, upon application at my office, as under, any Thursday, between the hours of eleven and two of the clock, on each day. 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 21, 1859.

H. H. STANSFELD, Official Assignee,
10, Basinghall-street, London, E.C.

In the Matter of William Limbrey, of High-street, Dunstable, in the county of Bedford, Grocer and Cheesemonger.

HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a First Dividend of 1s. 5d. in the pound, upon application at my office, as under, any Thursday, between the hours of eleven and two. No Dividend will be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.—November 21, 1859.

H. H. STANSFELD, Official Assignee,
10, Basinghall-street, London, E.C.

In the Matter of Robert Gordon, of Heaton Norris, in the county of Lancaster, Iron Founder, Millwright, and Engineer, trading under the style or firm of Robert Gordon and Company, against whom a Petition for adjudication of Bankruptcy was issued on the 24th day of February, 1858.

HEREBY give notice, that the creditors who have proved their debts under the above estate may receive a First Dividend of 1s. 5d. in the pound, instead of 1s. 8 $\frac{1}{2}$ d. as previously advertized, upon application at my office, No. 45, George-street, Manchester, on Tuesday the 6th day of December next, or on any subsequent Tuesday, between the hours of eleven and one. 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.

In the Matter of Walter Graham, of Blackburn, Draper, Dealer and Chapman, against whom a Petition in Bankruptcy, was filed on the 15th day of August, 1854.

HEREBY give notice, that the creditors who have proved their debts under the above estate may receive a Third Dividend of 2d. in the pound, upon application at my office, No. 76, George-street, Manchester, on Tuesday the 29th instant, or any subsequent Tuesday, between the hours of eleven and one. No Dividend will be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.—November 22, 1859.

JAS. S. POTT, Official Assignee.

In the Matter of Hugh Williams.

HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a Dividend of 3s. 11 $\frac{1}{2}$ d. in the pound (on account of former Dividend amounting to 4s. 1d. in the pound), upon application at my office, as under, on Wednesday the 30th day of November, 1859, or any subsequent Wednesday, between the hours of eleven and two of the clock on each day. No Dividend will be paid without the production of the securities exhibited at the time of proving the debts. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.

GEORGE MORGAN, Official Assignee,
10, Cook-street, Liverpool.

In the Matter of the Separate Estate of William Norris.

HEREBY give notice, that the creditors who have proved their debts under the above Petition, may receive a First Dividend of 2s. 4d. in the pound, upon application at my office, as under, on Wednesday the 30th November, 1859, or any subsequent Wednesday, 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.

GEORGE MORGAN, Official Assignee,
10, Cook-street, Liverpool.

In the Matter of William and Jane Norris.

HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a First Dividend of 3d. in the pound, upon application at my office, as under, on Wednesday the 30th of November, or any subsequent Tuesday, 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.

GEORGE MORGAN, Official Assignee,
10, Cook-street, Liverpool.

In the Matter of Golborne and Dobbs.

HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive an Eighth Dividend of 11 $\frac{1}{2}$ d. in the pound, upon application at my office, as under, on Wednesday, the 30th of November, or on any subsequent Wednesday, 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.

GEORGE MORGAN, Official Assignee,
10, Cook-street, Liverpool.

In the Matter of John Goodwin, of Ripley, in the county of Derby, Grocer.

HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a First Dividend of 2s. in the pound, upon application at my office, as under, on Monday the 28th of November instant, and on the three following Mondays, between the hours of eleven and three. No Dividend will be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.

JOHN HARRIS, Official Assignee,
Middle-pavement, Nottingham.

In the Matter of George Womersley, of Derby, in the county of Derby, Hatter and Furrier, Dealer and Chapman.

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 Monday the 28th day of November, or on the three following Mondays, between the

hours of eleven and three of the clock. No dividend will be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators are required to produce the probate of the will or the letters of administration under which they claim.

JOHN HARRIS, Official Assignee,
Middle Pavement, Nottingham.

In the Matter of Thomas Sharp, of Pelham's Lands and Kirton Fen, in the parts of Holland, in the county of Lincoln, Brewer and Farmer, Dealer and Chapman.

I HEREBY give notice, that the creditors who have proved their debts under the above estate may receive a Second Dividend of 1d. in the pound, upon application at my office, as under, on Monday the 28th day of November instant, or on the three following Mondays, between the hours of eleven and three of the clock. 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 HARRIS, Official Assignee,
Middle-pavement, Nottingham.

In the Matter of John Henry Cheetham, of the town of Nottingham, Lace Manufacturer, trading under the style or firm of John Cheetham and Company.

I HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a First Dividend of 9d. in the pound, upon application at my office, as under, on Monday the 28th day of November, or on the three following Mondays, between the hours of eleven and three o'clock. No Dividend will be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.

JOHN HARRIS, Official Assignee,
Middle-pavement, Nottingham.

WHEREAS a Petition for adjudication of Bankruptcy was, on the 9th day of November, 1859, filed against John Allen, of No. 11, Broadway, Deptford, in the county of Kent, and of No. 1, Grey Eagle-street, Spitalfields, in the county of Middlesex, Boot and Shoe Manufacturer, and he having been declared bankrupt, is hereby required to surrender himself to Edward Goulburn, Serjeant-at-Law, one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 5th day of December next, at half past one in the afternoon precisely, and on the 9th of January following, at eleven in the forenoon precisely, at the Court of Bankruptcy, in 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. Nicholson, No. 24, Basinghall-street, London, the Official Assignee in the matter of this bankruptcy, and give notice to Mr. James Mote, Solicitor, No. 32, Moorgate-street, City.

WHEREAS a Petition for adjudication of Bankruptcy was, on the 23rd day of November, 1859, filed against Thomas Charles, of No. 12, Old Bond-street, Piccadilly, in the county of Middlesex, Italian Warehouseman, Dealer and Chapman, and he being declared bankrupt, is hereby required to surrender himself to Joshua Evans, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 9th day of December next, at eleven o'clock in the forenoon precisely, and on the 5th 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 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. P. Johnson, No. 20, Basinghall-street, the Official Assignee in the matter of this bankruptcy, and give notice to Mr. Hodgson, Solicitor, No. 10, Salisbury-street, Strand.

WHEREAS a Petition for adjudication of Bankruptcy was, on the 21st day of November, 1859, filed against Charles Bartels, of Elmina, in the West Coast of Africa, Merchant, Dealer and Chapman, now a Prisoner for Debt in the Queen's Prison, and he being declared bankrupt, is hereby required to surrender himself to Edward Holroyd, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 9th day of December next, at one o'clock in the afternoon precisely, and on the 10th day of January following, at twelve of the clock at noon precisely, at the Court of Bankruptcy, in Basinghall-street in the city of London, and make a full discovery and disclosure of his estate and effects; when

and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. Edward Watkin Edwards, No. 22, Basinghall-street, London, the Official Assignee in the matter of this bankruptcy, and give notice to Messrs. Lawrance, Plews, and Boyer, Solicitors, No. 14, Old Jewry-chambers, London.

WHEREAS a Petition for adjudication of Bankruptcy, bearing date the 15th day of November, 1859, hath been filed against Thomas Hancorn, of the city of Hereford, Timber Merchant, Dealer and Chapman, 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 7th of December next, and on the 9th of January following, at eleven in the forenoon, on each of the said days, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt, is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. Frederick Whitmore, No. 19, Upper Temple-street, Birmingham, the Official Assignee whom the Commissioner has appointed, and give notice to Messrs. Bodenham and James, Solicitors, Hereford, or to Messrs. Hodgson and Allen, Solicitors, Waterloo-street, Birmingham.

WHEREAS a Petition for adjudication of Bankruptcy, bearing date the 24th day of November, 1859, hath been filed against Samuel Cottam, of Westbromwich, in the county of Stafford, Innkeeper, Grocer, and Provision 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 9th day of December next, and on the 12th 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. Frederick Whitmore, No. 19, Temple-street, Birmingham, the Official Assignee, whom the Commissioner has appointed, and give notice to Messrs. James and Knight, Solicitors, Birmingham, or to Mr. Richard Caddick, Solicitor, Westbromwich.

WHEREAS a Petition for adjudication of Bankruptcy was filed on the 7th day of November, 1859, in Her Majesty's District Court of Bankruptcy, at Manchester, against Antonio Calvocressi, of Manchester, in the county of Lancaster, Merchant, Dealer and Chapman, and he being declared bankrupt, is hereby required to surrender himself to one of Her Majesty's Commissioners of the Manchester District Court of Bankruptcy, on the 6th of December next, and on the 10th day of January following, at twelve o'clock at noon, on each of the said days, at the Manchester, District Court of Bankruptcy, in Manchester, Lancashire, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. James Stansall Pott, No. 76, Charlotte-street, Manchester, the Official Assignee, whom the Commissioner has appointed to receive the same, and give notice to Messrs. Higson and Robinson, Solicitors, Cross-street, Manchester.

WHEREAS a Petition for adjudication of Bankruptcy, bearing date the 15th day of November, 1859, was filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 15th day of November, 1859, against Joshua Cawton and Edward Wood, both of Bradford, in the county of York, Commission Agents, Dealers and Chapman, and Copartners, and they being declared bankrupts are hereby required to surrender themselves to Martin John West, Esq., one of Her Majesty's Commissioners of the Leeds District Court of Bankruptcy, on the 8th day of December next, and on the 13th day of January following, at eleven o'clock in the forenoon precisely, on each of the said days, at the Leeds District Court of Bankruptcy, in the Commercial-buildings, in Leeds, 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, an

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. George Young, of Park-row, Leeds, the Official Assignee, whom the Commissioner has appointed, and give notice to Messrs. Weatherhead and Burr, Solicitors, Keighley, or to Messrs. Cariss and Cudworth, Solicitors, Leeds.

JOSHUA EVANS, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed the 8th day of October, 1859, against James Davis, of Skinner's-place, Leadenhall Market, in the city of London, Poulterer and Dealer in Game, will sit on the 16th day of December next, at half past eleven in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, London, to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

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 April, 1859, by Charles Company Cooper, late of No. 18, Little Tower-street, in the city of London, and of Nine Elms, Vauxhall, in the county of Surrey, and of No. 7, Devonshire-place, Wandsworth, in the said county of Surrey, Carrier, Dealer and Chapman, trading in copartnership with Horatio Nelson Hornby, and now of No. 11, Upper-Copenhagen-street, Islington, in the county of Middlesex, out of business, will sit on the 7th day of December next, at eleven of the clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, London, to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

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 8th of December next, at eleven 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 26th day of October, 1858, against John Colbeck, of Lower Bebbington, in the county of Chester, Grocer, Tea Dealer, and Baker, Dealer and Chapman, will sit on the 9th day of December next, at eleven of the clock in the forenoon precisely, at the District Court of Bankruptcy, in Liverpool, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

HENRY JAMES PERRY, Esq., Her Majesty's Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 21st day of July, 1859, against Hugh Jones, trading under the style or description of Hugh Lloyd Jones, of the city of Chester, Wholesale Grocer, Hop, Oil and Iron Merchant, Dealer and Chapman, will sit on the 14th of December next, at eleven in the forenoon precisely, at the District Court of Bankruptcy, in Liverpool, 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 18th day of March, 1858, against Jonathan Owens, of Wrexham, in the county of Denbigh, Assistant Overseer, James Jones, late of Portchar, in the Isle of Man, but now of Wrexham aforesaid, Skinner, and James Jones, of Salop-road, in Wrexham aforesaid, Skinner, carrying on business at Wrexham aforesaid, as Fellmongers and Leather Dealers, under the style or firm of the Trustees of Evan Morris, will sit on the 9th day of December next, at eleven of the clock in the forenoon precisely, at the District Court of Bankruptcy at Liverpool, in order to Audit the Accounts of the Assignees of the separate estate and effects of Jonathan Owens, one 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 28th day of April, 1858, against Joseph Whittingham, of Liverpool, in the county of Lancaster, Boot and Shoe Maker, will

sit on the 5th day of December next, at eleven of the 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.

NATHANIEL ELLISON, Esq., Her Majesty's Commissioner of the Newcastle-upon-Tyne District Court of Bankruptcy, the Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 9th day of August, 1859, against Edward Emerson Fenwick, of the town and county of Newcastle-upon-Tyne, Wine and Spirit Merchant, Dealer and Chapman, will sit on the 8th day of December next, at half past twelve of the clock in the afternoon precisely, at the District Court of Bankruptcy, in the Royal-arcade, in Newcastle-upon-Tyne, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

NATHANIEL ELLISON, Esq., Her Majesty's Commissioner of the Newcastle-upon-Tyne District Court of Bankruptcy, the Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 21st day of July, 1859, against Joseph Swan, of No. 30, Quay-side, in the town and county of Newcastle-upon-Tyne, and of Belle Vue, near Gateshead, in the county of Durham, Ship Owner, Ship Chandler, and Coal Fitter, carrying on business of a Ship Chandler, at Newcastle-upon-Tyne, under the firm of George Beldon, Junior, and Company, will sit on the 8th day of December next, at twelve of the clock at noon precisely, at the District Court of Bankruptcy, in the Royal-arcade, in Newcastle-upon-Tyne, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

NATHANIEL ELLISON, Esq., Her Majesty's Commissioner of the Newcastle-upon-Tyne District Court of Bankruptcy, the Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 3rd day of February, 1853, against Andrew Frazer, of the borough and county of Newcastle-upon-Tyne, Corn Merchant, Corn Factor, Dealer and Chapman, will sit on the 6th of December next, at one in the afternoon precisely, at the District Court of Bankruptcy, Royal-arcade, at Newcastle-upon-Tyne, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

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 December, 1855, filed against George Kay, of the city of York, Boot and Shoe Maker, Dealer and Chapman, will sit on the 8th day of December next, at eleven of the clock in the forenoon precisely, at the Leeds District Court of Bankruptcy, in the Commercial-buildings, Leeds, 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."

MARTIN JOHN WEST, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 21st day of April, 1855, filed against Samuel Oldfield, John Allan and Edward John Sinclair Couzens, of Huddersfield, in the county of York, Woollen Cloth Merchants and Manufacturers, will sit on the 8th day of December next, at eleven of the clock in the forenoon precisely, at the Leeds District Court of Bankruptcy, in the Commercial-buildings, in Leeds, 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 Bankrupt Law Consolidation Act, 1849."

GEORGE WILLIAMS SANDERS, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, dated the 9th day of July, 1859, and filed by Frederic William Tomson, of the city of Coventry, in the county of Warwick, Engineer and Machinist, Dealer and Chapman, will sit on the 13th of January next, at eleven in the forenoon precisely, at the Birmingham District Court of Bankruptcy at Birmingham, to Audit the Accounts of the Assignees of the estates and effects of the said bankrupt, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

WALKER SKIRROW, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 25th day of August, 1858, against Phineas Hall, of Bolton, in the county of Lancaster, Contractor, Dealer in Earthenware,

Draining Tiles and Fire Bricks, Dealer and Chapman, will sit on the 9th of December next, at twelve at noon precisely, at the Manchester District Court of Bankruptcy, at Manchester, 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.

ROBERT GEORGE CECIL FANE, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 9th day of June 1859, by William Bowack, of No. 93, Paulstreet, Finsbury, and of Seven Sisters'-road, Holloway, in the county of Middlesex, Builder, will sit on the 16th day of December next, at one of the clock in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

ROBERT GEORGE CECIL FANE, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 27th day of August, 1859, against Paul Emile Chappuis, of No. 69, Fleet-street, in the city of London, and of No. 20, Hatton-garden, in the county of Middlesex, Reflector and Stereoscope Manufacturer and Photographer, Dealer and Chapman, will sit on the 17th of December next, at eleven of the clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

ROBERT GEORGE CECIL FANE, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 8th day of August, 1859, by Elizabeth White, of Ellerslie House, Lewisham, in the county of Kent, Spinster, Schoolmistress, and Boarding-house Keeper, lately and for a short time in partnership with Fanny Everest, formerly of No. 29, and now of No. 33, Soho-squares, in the county of Middlesex, Spinster, as Proprietors and Vendors of certain Musical Works called and known as the Transparent Music Slate Notation Puzzle and Royal Musical Games, and other works of a like nature, will sit on the 16th of December next, at half past one in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

ROBERT GEORGE CECIL FANE, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 4th day of July, 1859, by Henry John Dover, of Auerley Vale, Norwood, in the county of Surrey, Builder, Dealer and Chapman, will sit on the 16th day of December next, at one of the clock in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

JOSHUA EVANS, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed the 8th day of October, 1859, against James Davis, of Skinner's-place, Leadenhall Market, in the city of London, Poulterer and Dealer in Game, will sit on the 16th of December next, at half past eleven in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, 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.

JOSHUA EVANS, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed the 22nd day of April, 1856, against George Chamberlain the younger, of No. 90, Crawford-street, Marylebone, in the county of Middlesex, Lead Merchant, Glass Cutter, Plumber, Painter, and Glazier, will sit on the 16th day of December next, at eleven o'clock in the forenoon precisely, at the Court of Bankruptcy, in Ba-

singhall-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 8th day of September, 1859, against Joseph Taylor, of Green-street, Sunbury, in the county of Middlesex, Builder, will sit on the 17th of December next, at eleven in the forenoon precisely, at the Court of Bankruptcy, Basinghall-street, in the city of London, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

GEORGE WILLIAMS SANDERS, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 6th day of September, 1859, filed against John Burgum, of the city of Hereford, Draper, Dealer and Chapman, will sit on the 21st day 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; and the said Commissioner will also sit on the same day, at the same hour, and at the same place, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

GEORGE WILLIAMS SANDERS, Esq., one of Her Majesty's Commissioners authorized to act under an adjudication of Bankruptcy, bearing date the 21st day of December, 1857, and filed against Thomas Barra, of Colwell End, in the parish of Sedgley, in the county of Stafford, Maltster, Dealer and Chapman, will sit on the 21st day of December next, at eleven o'clock in the forenoon precisely, at the Birmingham District Court of Bankruptcy, at Birmingham, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts; and the said Commissioner will also sit on the same day, at the same hour, and at the same place, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

GEORGE WILLIAMS SANDERS, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 9th day of July, 1859; filed by Frederic William Tomson, of the city of Coventry, in the county of Warwick, Engineer and Machinist, Dealer and Chapman, will sit on the 20th day of January next, at eleven 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.

WALKER SKIRROW, Esq., one of Her Majesty's Commissioners authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 25th day of August, 1858, against Phineas Hall, of Bolton, in the county of Lancaster, Contractor, Dealer in Earthenware Draining Tiles and Fire Bricks, Dealer and Chapman, will sit on the 16th day of December next, at twelve of the clock at noon precisely, at the Manchester District Court of Bankruptcy, at Manchester, 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 21st day of July, 1859, against Hugh Jones, trading under the style or description of Hugh Lloyd Jones, of the city of Chester, Wholesale Grocer, Hop, Oil and Iron Merchant, Dealer and

Chapman, will sit on the 16th 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.

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 16th day of December next, at eleven in the forenoon precisely, at the District Court of Bankruptcy, in Liverpool, in order to make a Dividend of the estate and effects of the said 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 16th day of January, 1852, against William Whitehouse, of Liverpool, in the county of Lancaster, Banker, Dealer and Chapman, will sit on the 16th December next, at eleven in the forenoon precisely, at the District Court of Bankruptcy, in Liverpool, in order to make a Dividend of the estate and effects of the said 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 28th day of April, 1858, against Joseph Whittingham, of Liverpool, in the county of Lancaster, Boot and Shoe Maker, 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.

NATHANIEL ELLISON, Esq., Her Majesty's Commissioner of the Newcastle-upon-Tyne District Court of Bankruptcy, the Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 9th day of November, 1857, by John Chapman, of Hartlepool, in the county of Durham, Grocer, Provision Dealer, Dealer and Chapman, will sit on the 19th of December next at twelve at noon precisely, at the District Court of Bankruptcy, in the Royal-arcade, in Newcastle-upon-Tyne, to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

WHEREAS the Court authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 20th day of October, 1859, and now in prosecution against Louis Kersten, of No. 76, Newgate-street, in the city of London, Importer of Fancy Goods, Dealer and Chapman, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Joshua Evans, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 16th day of December next, at twelve o'clock at noon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute, passed in the twelfth and thirteenth years of the reign of Her present Majesty, intitled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein at 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 7th day of March, 1859, and now in prosecution against Emil Henry Leibius, of No. 31, Bush-lane, Cannon-street, in the city of London, Merchant, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Joshua Evans, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 16th 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, intitled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above-mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there 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 8th day of October, 1859, and now in prosecution against James Davis, of Skinners-place, Leadenhall Market, in the city of London, Poulterer and Dealer in Game, 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 16th day of December next, at half past eleven of the clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute, passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intitled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

WHEREAS the Court authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 4th day of July, 1859, and now in prosecution against Henry John Dover, of Anerley Vale, Norwood, in the county of Surrey, Builder, Dealer and Chapman, has, on the application of the said bankrupt, appointed a public sitting under such Petition to be held before Robert George Cecil Fane, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 16th day of December next, at one 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, intitled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

WHEREAS the Court, authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 28th day of July, 1859, and now in prosecution against William Leigh Wood, of Fuckeridge, in the county of Hertford, Grocer and Draper, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Robert George Cecil Fane, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 17th day of December next, at half past eleven of the clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, for the allowance of the Certificate of the bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute, passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intitled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

WHEREAS the Court, authorised to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 27th day of August, 1859, and now in prosecution against Paul Emile Chappuis, of No. 69, Fleet-street, in the city of London, and of No. 20, Hatton-garden, in the county of Middlesex, Reflector and Stereoscope Manufacturer and Photographer, Dealer and Chapman, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Robert George Cecil Fane, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 17th day of December next, at eleven o'clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, London, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute, passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

WHEREAS the Court, authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 10th day of August, 1859, and now in prosecution against Vincent Arachtingi, of No. 29, Austin-friars, in the city of London, Merchant, Dealer and Chapman, trading under the style or firm of F. and V. Arachtingi and Co., has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Robert George Cecil Fane, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 16th day of December next, at eleven of the clock in the forenoon precisely, at the Court of Bankruptcy, Basinghall-street, London, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute, passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

WHEREAS the Court, authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 23rd day of August, 1859, and now in prosecution against Edward Staff Prior and Alfred Staff Prior, of Bishopsgate-street, in the county of Middlesex, and elsewhere, Coal Merchants and Copartners, has, on the application of the said bankrupts, appointed a public sitting under such Petition, to be held before Robert George Cecil Fane, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 16th of December next, at twelve at noon precisely, at the Court of Bankruptcy, in Basinghall-street, London, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled, "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

WHEREAS the Court, authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 8th of August, 1859, and now in prosecution against Emanuel Moss, of No. 61, Regent-street, in the county of Middlesex, Dealer in Lamps, Dealer and Chapman, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Robert George Cecil Fane, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 17th of December next, at eleven o'clock in the forenoon precisely, at the Court of Bankruptcy, Basinghall-street, in the city of London, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force

concerning bankrupts, according to the form and subject to the provisions of the Statute, passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

WHEREAS the Court, authorized to act in the prosecution of a Petition under which adjudication of Bankruptcy, was made on the 25th day of June, 1859, against Benjamin Robinson Bartram, of Banbury, in the county of Oxford, Coal and Tile Merchant, 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 16th day of December next, at half past twelve 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 of Bankruptcy, filed on the 1st day of April, 1859, by Charles Company Cooper, late of No. 18, Little Tower-street, in the city of London, and of Nine Elms, Vauxhall, in the county of Surrey, and of No. 7, Devonshire-place, Wandsworth, in the said county of Surrey, Carrier, Dealer and Chapman, trading in copartnership with Horatio Nelson Hornby, and now of No. 11, Upper Copenhagen-street, Islington, in the county of Middlesex, out of business, 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 16th day of December next, at half past one of the clock in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, London, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute, passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned, for the purpose aforesaid, when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there 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 2nd of August, 1859, against Francis Guyver Franklin, of No. 42, Bridge-street, Southwark, in the county of Surrey, Plumber, Painter, and House Decorator, 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 16th day of December next, at one of the clock in the afternoon precisely, at the Court of Bankruptcy, Basinghall-street, in the city of London, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same

will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

WHEREAS the Court, authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 6th day of July, 1859, by Charles Flint, of Great Marlow, in the county of Bucks, Embroiderer, 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 17th day of December next, at twelve of the clock at noon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute passed in the Parliament, holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

WHEREAS the Court authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 8th day of September, 1859, and now in prosecution against Joseph Taylor, of Green-street, Sunbury, in the county of Middlesex, Builder, 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 17th day of December next, at half-past eleven o'clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, London, for the allowance of the Certificate of the 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, and now in prosecution against George Johnstone Adamson, of Twickenham, in the county of Middlesex, Builder, Dealer and Chapman, has on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Edward Holroyd, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 16th day of December next, at half past two of the clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute, passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

WHEREAS the Court, authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 1st day of October, 1859, and now in prosecution against Thomas Hustler Pars, of Newmarket, Saint Mary, in the county of Suffolk, Grocer, Dealer and Chapman, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Edward Holroyd, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 20th day of December next, at two of the clock in the afternoon precisely, at the Court of Bankruptcy, Basinghall-street, in the city of London, 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.

THIS is to give notice, that Biggs Andrews, Esq., Her Majesty's Commissioner authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 4th day of October, 1859, by George Hearn, of Truro, in the county of Cornwall, Grocer, Bookseller, and General Dealer, has appointed a public sitting to be held on the 21st day of December next, at twelve o'clock at noon precisely, at the Court of Bankruptcy for the Exeter District, in Queen-street, in the city of Exeter, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the provisions of "The Bankrupt Law Consolidation Act, 1849;" when and where the assignees or any of the creditors of the said bankrupt, who shall have given due notice of his or their intention to oppose, may be heard against the allowance of such Certificate.

THIS is to give notice, that Biggs Andrews, Esq., Her Majesty's Commissioner authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 7th day of October, 1859, by Michael Williams Bawden, of the borough of Liskeard, in the county of Cornwall, Assayer of Minerals and Mine Share Broker, has appointed a public sitting to be held on the 21st day of December next, at twelve of the clock at noon precisely, at the Court of Bankruptcy for the Exeter District, in Queen-street, in the city of Exeter, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the provisions of "The Bankrupt Law Consolidation Act, 1849;" when and where the assignees, or any of the creditors of the said bankrupt, who shall have given due notice of his or their intention to oppose, may be heard against the allowance of such Certificate.

GEORGE WILLIAMS SANDERS, Esq., one of Her Majesty's Commissioners authorized to act under an adjudication of Bankruptcy, bearing date the 19th day of August, 1859, and made in Her Majesty's Birmingham District Court of Bankruptcy, at Birmingham, against James Doherty, of Birmingham, in the county of Warwick, Draper and Milliner, has appointed a public sitting for the allowance of the Certificate under such adjudication of Bankruptcy, to be holden on the 23rd day of December next, at eleven of the clock in the forenoon precisely, at the Birmingham District Court of Bankruptcy, at Birmingham; when and where any of the creditors of the said bankrupt, who shall have given due notice of his intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

MARTIN JOHN WEST, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 25th day of June, 1859, and filed in Her Majesty's District Court of Bankruptcy, at Leeds, against Thomas Swift, of Sheffield, in the county of York, Grocer, has appointed a public sitting under such Petition, to be holden on the 17th day of December next, at half past twelve in the afternoon precisely, at the District Court of Bankruptcy, at the Council-hall, Sheffield, 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 24th day of May, 1859, and filed in Her Majesty's District Court of Bankruptcy, at Leeds, against John Digby Lee Palmer of Sheffield, in the county of York, Teacher of Music, and Dealer in Music and Musical Instruments, hath appointed a public sitting under such Petition, to be holden on the 17th day of December next, at twelve o'clock at noon precisely, at the District Court of Bankruptcy, at the Council

Hall, Sheffield, 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.

THIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication in Bankruptcy, which was duly filed against Charles Edwards, of Roath and Cardiff, both in the county of Glamorgan, Builder and Contractor and Brickmaker, hearing date the 30th day of August, 1859, did, on the 22nd day of November instant, allow the said Charles Edwards 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.

THIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 1st day of September, 1859, against Francis Alexander, of Chippenham, in the county of Wilts, Auctioneer, Appraiser, Furniture Dealer, Dealer and Chapman, did, on the 21st day of November, 1859, allow the said Francis Alexander 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 1st day of September, 1859, against William Hookway, of Canton, in the parish of Llandaff, in the county of Glamorgan, Builder, Victualler, Dealer and Chapman, did, on the 22nd day of November, 1859, allow the said William Hookway a Certificate of the second class; and that such Certificate will be delivered to the said bankrupt, unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

NOTICE is hereby given, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 8th day of September, 1859, against Robert Deam, of Nos. 261 and 264, Park-road, in the borough of Liverpool, in the county of Lancaster, Plumber, Painter, and Paper Hanger, Dealer and Chapman, did, on the 4th of November, 1859, allow the said bankrupt a Certificate of the second class; and that such Certificate will be delivered to the said bankrupt, unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

NOTICE is hereby given, that the Court, acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 21st day of July, 1859, against Hugh Jones, trading under the style or description of Hugh Lloyd Jones, of the city of Chester, Wholesale Grocer, Hop, Oil, and Iron Merchant, Dealer and Chapman, did, on the 28th day of October, 1859, allow the said bankrupt a Certificate of the second class; and that such Certificate will be delivered to the said bankrupt, unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

NOTICE is hereby given, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 29th day of August, 1859, against Henry Buggeln, of Liverpool, in the county of Lancaster, Coke Merchant, Dealer and Chapman, did, on the 21st day of November, 1859, allow the said bankrupt a Certificate of the second class; and that such Certificate will be delivered to the said bankrupt, unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

NOTICE is hereby given, that the Court acting in the prosecution of an adjudication of Bankruptcy, made on the 8th day of June, 1859, against Henry Nelson Hughes, of Broughton, in the parish of Wrexham, in the county of Denbigh, Joiner and Builder, did, on the 1st day of November, 1859, allow the said bankrupt a Certificate of the second class; and that such Certificate will be delivered to the said bankrupt, unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

NOTICE is hereby given, that William Thomas Jemmett, Esq., the Commissioner of the Manchester District of Bankruptcy, at Manchester, acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 25th day of August, 1858, against Phineas Hall, of Bolton, in the county of Lancaster, Contractor, Dealer in Earthenware, Draining Tiles, and Fire Bricks, Dealer and Chapman, did, on the 17th 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 13th day of August, 1859, and filed in Her Majesty's District Court of Bankruptcy, at Birmingham, against Samuel Marsh, late of Mary-gate, in the town of Nottingham, Lace Manufacturer, now a Prisoner for Debt in the Gaol of Canterbury, in the county of Kent, did, on the 22nd day of November, allow the said Samuel Marsh a Certificate of the third class, after six months' suspension; 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 7th day of September, 1859, and filed in Her Majesty's District Court of Bankruptcy, at Birmingham, by John Watson Hamilton, of Birmingham, in the county of Warwick, Stock and Share Broker, Dealer and Chapman, did, on the 17th day of November, 1859, allow the said John Watson Hamilton 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.

MARTIN JOHN WEST, 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 Anthony Heath, of Sheffield, in the county of York, Provision Dealer, hath allowed to the said bankrupt a Certificate of conformity of the third class, subject to a suspension for two years from the 12th day of November, 1859; and such Certificate will be delivered to the said bankrupt at the expiration of the time aforesaid, unless an appeal be duly entered against the same.

MARTIN JOHN WEST, Esq., one of the Commissioners of Her Majesty's Court of Bankruptcy for the Leeds District, acting in the prosecution of a Petition for adjudication of Bankruptcy, filed against John Charles Stones and John Sawyer, of Sheffield, in the county of York, Tool Manufacturers and Copartners, hath allowed to the said bankrupt, John Charles Stones, a certificate of conformity of the third class, bearing date the 12th day of November, 1859; and the said Commissioner did, on the said 12th day of November, 1859, allow to the said bankrupt, John Sawyer, a Certificate of conformity of the first class, 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.

MARTIN JOHN WEST, Esq., one of the Commissioners of Her Majesty's Court of Bankruptcy for the Leeds District, acting in the prosecution of a Petition for adjudication of Bankruptcy, filed against Joseph Stenton, of Thorpe Common, in the parish of Ecclesfield, in the county of York, Corn Dealer, Dealer and Chapman, hath allowed to the said bankrupt a Certificate of conformity of the second class, bearing date the 12th 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.

MARTIN JOHN WEST, 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 Fanny Moss, of Mansfield, in the county of Nottingham, Milliner, Dealer and Chapman, hath allowed to the said bankrupt, a Certificate of conformity of the third class, bearing date the 12th 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.

MARTIN JOHN WEST, Esq., one of the Commissioners of Her Majesty's Court of Bankruptcy for the Leeds District, acting in the prosecution of a Petition for adjudication of Bankruptcy, filed against John Morley Pearson, of Coatham, near Redcar, in the county of York, Builder, Dealer and Chapman, hath allowed to the said bankrupt a Certificate of conformity of the second class, bearing date the 11th 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.

MARTIN JOHN WEST, Esq., one of the Commissioners of Her Majesty's Court of Bankruptcy for the Leeds District, acting in the prosecution of a

Petition for adjudication of Bankruptcy, filed against John Lyons, of Sheffield, in the county of York, Steel Manufacturer, Dealer and Chapman, hath allowed to the said bankrupt a Certificate of conformity of the second class, bearing date the 19th 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.

MA RTIN JOHN WEST, 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 Abel Hinchliffe, of Sheffield, in the county of York, Printer, hath allowed to the said bankrupt a Certificate of conformity of the first class, bearing date the 19th 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 Yorkshire, holden at Kingston-upon-Hull.

In the Matter of William Brumby the younger.
A DIVIDEND of 1½d. in the pound is payable to the creditors of the above insolvent, and may be received at my office, No. 77, Lowgate, Hull, any day after the 1st day of December next, between the hours of ten and four.
CHAS. H. PHILLIPS, Registrar.

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

In the Matter of George Burton Sanderson, an Insolvent Debtor.

A DIVIDEND of 4d. in the pound is payable to the creditors of the above insolvent, and may be received at my office, No. 77, Lowgate, Hull, any day after the 1st day of December next, between the hours of ten and four.
CHAS. H. PHILLIPS, Registrar.

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

In the Matter of John Batty, an Insolvent Debtor.
A DIVIDEND of 6½d. in the pound is payable to the creditors of the above named insolvent, and may be received at my office, No. 77, Lowgate, Hull, any day after the 1st day of December next, between the hours of ten and four.
CHAS. H. PHILLIPS, Registrar.

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

In the Matter of William Woodhall, an Insolvent Debtor.
A DIVIDEND of 1½d. in the pound is payable to the creditors of the above named insolvent, and may be received at my office, No. 77, Lowgate, Hull, any day after the 1st day of December next, between the hours of ten and four.
CHAS. H. PHILLIPS, Registrar.

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

In the Matter of Samuel Boyd, an Insolvent Debtor.
A DIVIDEND of 1½d. in the pound is payable to the creditors of the above named insolvent, and may be received at my office, No. 77, Lowgate, Hull, any day after the 1st day of December next, between the hours of ten and four.
CHAS. H. PHILLIPS, Registrar.

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

In the Matter of William Statters, an Insolvent Debtor.
A DIVIDEND of 1d. in the pound is payable to the creditors of the above insolvent, and may be received at my office, No. 77, Lowgate, Hull, any day after the 1st day of December next, between the hours of ten and four.
CHAS. H. PHILLIPS, Registrar.

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

In the Matter of Robert Peter Payne, an Insolvent Debtor.
A DIVIDEND of 3d. in the pound is payable to the creditors of the above insolvent, and may be received at my office, No. 77, Lowgate, Hull, any day after the 1st day of December next, between the hours of ten and four.
CHAS. H. PHILLIPS, Registrar.

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

In the Matter of Isaac Cowley, an Insolvent Debtor.
A DIVIDEND of 4½d. in the pound is payable to the creditors of the above named insolvent, and may be received at my office, No. 77, Lowgate, Hull, any day after the 1st day of December next, between the hours of ten and four.
CHAS. H. PHILLIPS, Registrar.

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

In the Matter of Richard Ruddiforth, an Insolvent Debtor.

A DIVIDEND of 3½d. in the pound is payable to the creditors of the above insolvent, and may be received at my office, No. 77, Lowgate, Hull, any day after the 1st day of December next, between the hours of ten and four.
CHAS. H. PHILLIPS, Registrar.

WHEREAS a Petition of William Vagg Tarrant, at the present and for the last four weeks lodging at Park-hill-cottage, Old-park, in the city of Bristol, Assistant to a Grocer, and for three years and a half previous thereto residing at No. 5, Colston-terrace, Horfield-road, in the said city, Lodging-house Keeper, and during part of the said last-mentioned period renting and keeping a shop in Avon-street, Great-gardens, also in the city of Bristol aforesaid, Grocer, Tea Dealer, and General-shop Keeper, and also Retailer of Tobacco and Snuff, and since the month of May last past Assistant to a Grocer, an insolvent debtor, having been filed in the County Court of Gloucestershire, at Bristol, and an interim order for protection from process having been given to the said William Vagg Tarrant, under the provisions of the Statutes in that case made and provided, the said William Vagg Tarrant is hereby required to appear before the said Court, on the 8th December next, at ten in the forenoon, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said William Vagg Tarrant, or that have any of his effects, are not to pay or deliver the same but to Messrs. Harley and Gibbs, Registrars of the said Court, at the office of the said Court, Broad-street, Bristol, the Official Assignees of the estate and effects of the said insolvent.

WHEREAS a Petition of James Dalgliesh, now and for nineteen months last past residing at No. 48, Mersey-street, Liverpool, in the county of Lancaster, and during the last eighteen months of such period carrying on thereat the business of an Ironmonger, Tinsmith, and Ship-smith, in the name, and under the style, of James Dalgliesh and Company, and for two years and ten months previously thereto residing at No. 3 Court in Mersey-street aforesaid, and during the last two years of such period, from April, 1856, to April, 1858, carrying on business at No. 39, Mason-street, Wapping, in Liverpool aforesaid, as a Shipsmith, under the name of James Dalgliesh only, and during the first ten months of such period, from June, 1855, to April, 1856, carrying on business at No. 1, Ansdell-street, in Liverpool aforesaid, as a Shipsmith, under the name of James Dalgliesh only, an insolvent debtor, having been filed in the County Court of Lancashire, at Liverpool, and an interim order for protection from process having been given to the said James Dalgliesh, under the provisions of the Statutes in that case made and provided, the said James Dalgliesh is hereby required to appear before the said Court, on the 7th day of December next, at half past ten of the clock in the forenoon, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said James Dalgliesh, or that have any of his effects, are not to pay or deliver the same but to Mr. William Statham, Registrar of the said Court, at his office, No. 80, Lime-street, Liverpool, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Mary Hatch, now and for three weeks last past residing at No. 54, Roscommon-street, in the township of Everton, near Liverpool, in the county of Lancaster, for twelve months immediately previous thereto residing at Sand-hey Cottage, Green-lane, in the township of West Derby, near Liverpool aforesaid, for five months of such period, namely, from October, 1858, to February, 1859, also renting a house, No. 11, Marble-street, in Liverpool aforesaid, for eleven months immediately previous thereto residing at No. 11, Marble-street aforesaid, and during the whole of the before-mentioned periods carrying on business as a Poulterer, Licensed Dealer in Game, and General Ships' Provision Dealer, at a shop No. 40, Saint John's-market, in Liverpool aforesaid, an insolvent debtor, been filed in the County Court of Lancashire, at Liverpool, and an interim order for protection from process having been given to the said Mary Hatch, under the provisions of the Statutes in that case made and provided, the said Mary Hatch is hereby required to appear before the said Court, on the 7th day of December next, at half past ten o'clock in the forenoon, for her first examination touching her 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 Mary

Hatch, or that have any of her effects, are not to pay or deliver the same but to Mr. William Statham, Registrar of the said Court, at his office, No. 80, Lime-street, Liverpool, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Cornelius Roberts, at present and for about two months last past residing in lodgings at Tue Brook Inn, in the township of West Derby, and parish of Walton-on-the-Hill, near Liverpool, in the county of Lancaster, for about six months previously residing and occupying a house at No. 66, Great Homer-street, Liverpool aforesaid, and during the above periods carrying on business as an Auctioneer, Appraiser, and General Agent, for about eight months prior thereto residing at No. 16, Division-street, in the township of West Derby aforesaid, out of business or employment, for nine months previously residing at No. 233, Great Homer-street aforesaid, carrying on business as a Fruiterer and Provision Dealer, and previously during fifteen months residing at No. 392, Great Howard-street, both in Liverpool aforesaid, and carrying on business as an Ale and Porter Dealer and Licensed Dealer in Tobacco and Cigars, an insolvent debtor, having been filed in the County Court of Lancashire, at Liverpool, and an interim order for protection from process having been given to the said Cornelius Roberts, under the provisions of the Statutes in that case made and provided, the said Cornelius Roberts is hereby required to appear before the said Court, on the 7th of December next, at half past ten o'clock in the forenoon, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said Cornelius Roberts, or that have any of his effects, are not to pay or deliver the same but to Mr. William Statham, Registrar of the said Court, at his office, No. 80, Lime-street, Liverpool, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Thomas Mathers, now and for the last three years and upwards residing at No. 26, Sussex-street, Toxteth-park, Liverpool, in the county of Lancaster, and during the like period carrying on business at No. 26, Mason-street, Wapping, in Liverpool aforesaid, as a Block and Must Maker, an insolvent debtor, having been filed in the County Court of Lancashire, at Liverpool, and an interim order for protection from process having been given to the said Thomas Mathers, under the provisions of the Statutes in that case made and provided, the said Thomas Mathers is hereby required to appear before the said Court, on the 7th day of December instant at half past ten o'clock in the forenoon, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said Thomas Mathers, or that have any of his effects, are not to pay or deliver the same but to Mr. William Statham, Registrar of the said Court, at his office, No. 80, Lime-street, Liverpool, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of John Flewitt, now and for the last two years and upwards residing at No. 19, Salisbury-street, in the township of Everton, near Liverpool, in the county of Lancaster, and carrying on thereat the trade of a Beer Retailer and Licensed Dealer in Tobacco, and during the like period being also a Carter to a Wine and Spirit Dealer, and occasionally letting off a room to lodgers, an insolvent debtor, having been filed in the County Court of Lancashire, at Liverpool, and an interim order for protection from process having been given to the said John Flewitt, under the provisions of the Statutes in that case made and provided, the said John Flewitt is hereby required to appear before the said Court, on the 7th of December next, at half-past ten o'clock in the forenoon, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said John Flewitt, or that have any of his effects, are not to pay or deliver the same but to Mr. William Statham, Registrar of the said Court, at his office, No. 80, Lime-street, Liverpool, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Thomas Mogford, of Cheviorthorne, within the parish of Tiverton, in the county of Devon, Tailor, an insolvent debtor, having been filed in the County Court of Devonshire, at the Guildhall, Tiverton, and an interim order for protection from process having been given to the said Thomas Mogford, under the provisions of the Statutes in that case made and provided, the said Thomas Mogford is hereby required to appear before the said Court, on the 15th day of December next,

at eleven of the clock in the forenoon precisely, for his first examination, touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said Thomas Mogford, or that have any of his effects, are not to pay or deliver the same but to Mr. John Daw, Junr., Registrar of the said Court, at his office, at Fore-street, Tiverton, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of George Shepperd Whitcombe, of Bury Village, in the parish of Kingsbrompton, in the county of Somerset, Carpenter and Builder, an insolvent debtor, having been filed in the County Court of Devonshire, at the Guildhall, Tiverton, and an interim order for protection from process having been given to the said George Shepperd Whitcombe, under the provisions of the Statutes in that case made and provided, the said George Shepperd Whitcombe is hereby required to appear before the said Court, on the 15th day of December next, at eleven in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said George Shepperd Whitcombe, or that have any of his effects, are not to pay or deliver the same but to Mr. John Daw, Junr., Registrar of the said Court, at his office, Fore-street, Tiverton, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of David Humphreys, of Oxford-street, at Mountain Ash, in the parish of Llanwanno, in the county of Glamorgan, General Grocer, Baker, and Licensed Dealer in Tea and Tobacco, an insolvent debtor, having been filed in the County Court of Glamorganshire, at Aberdare, and an interim order for protection from process having been given to the said David Humphreys, under the provisions of the Statutes in that case made and provided, the said David Humphreys is hereby required to appear before the said Court, on the 8th December next, at eleven in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said David Humphreys, or that have any of his effects, are not to pay or deliver the same but to Mr. Isaac Davies Rees, Registrar of the said Court, at his office, at Cardiff-street, Aberdare, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of William Preest, at present and for upwards of six months last past of Ellwood, in the township of West Dean, in the county of Gloucester, Miner, residing with his Father, previously and for upwards of twelve months of the same place, Miner, and formerly of Ellwood aforesaid, Mine Renter, and carrying on business in copartnership with John Kear and James Kear, as Master Miners, an insolvent debtor, having been filed in the County Court of Monmouthshire, at Monmouth, and an interim order for protection from process having been given to the said William Preest, under the provisions of the Statutes in that case made and provided, the said William Preest is hereby required to appear before the said Court, on the 12th day of December next, at two 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 William Preest, or that have any of his effects, are not to pay or deliver the same but to Mr. James Gilbert George, Registrar of the said Court, at his office, at Priory-street, Monmouth, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of William Atkinson, formerly of Clee, near Great Grimsby, Proprietor of a Steam Threshing Machine for Hire and Labour, and late and now residing at Clee, near Great Grimsby aforesaid, Labourer, all the said places being in the county of Lincoln, an insolvent debtor, having been filed in the County Court of Lincolnshire, at Great Grimsby, and an interim order for protection from process having been given to the said William Atkinson, under the provisions of the Statutes in that case made and provided, the said William Atkinson is hereby required to appear before the said Court, on the 15th day of December next, at twelve o'clock at noon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said William Atkinson, or that have any of his effects, are not to pay or deliver the same but to Mr. George Babb, Registrar of the said Court, at his office, Great Grimsby, the Official Assignee of the estate, and effects of the said insolvent.

WHEREAS a Petition of John Cuthbert, formerly of Prospect-place, Holderness-road, Lath Render, Poulterer, and Dealer in Fancy Birds, next of No. 1, Hedon New-road, Beer-house Keeper, Lath Render, Poulterer, and Dealer in Fancy Birds, afterwards of Thomas-street North, out of business, all the said places being in the town or borough of Kingston-upon-Hull, afterwards lodging at Mr. Balance's, Blacksmith, Cleethorpes-road, Lath Render, afterwards of Kent-street, Lath Render, both the said places being in the borough of Great Grimsby, in the county of Lincoln, an insolvent debtor, having been filed in the County Court of Lincolnshire, at Great Grimsby, and an interim order for protection from process having been given to the said John Cuthbert, under the provisions of the Statutes in that case made and provided, the said John Cuthbert is hereby required to appear before the said Court, on the 15th day of December next, at twelve of the clock at noon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said John Cuthbert, or that have any of his effects, are not to pay or deliver the same but to Mr. George Babt, Registrar of the said Court, at his office, in Great Grimsby, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of John Thomas Deacon, now and for twelve years last past continuously and upwards of Caldecott, in the county of Rutland, Millwright and Blacksmith, an insolvent debtor, having been filed in the County Court of Rutlandshire, at the Court-house, Uppingham, and an interim order for protection from process having been given to the said John Thomas Deacon, under the provisions of the Statutes in that case made and provided, the said John Thomas Deacon is hereby required to appear before the said Court, on the 13th of December next, at ten o'clock in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said John Thomas Deacon, or that have any of his effects, are not to pay or deliver the same but to Messrs. William Sheild and William Henry Hough, Registrars of the said Court, the Official Assignees of the estate and effects of the said insolvent.

WHEREAS a Petition of John Allcorn the younger, formerly and for ten months of Grove Hill-cottages, near Grove Hill-road, Tonbridge Wells, and next and now, and for two years last past, of No. 10, Bath-yard, Tonbridge Wells aforesaid, both in Kent, Licensed Fly Proprietor, having Stables at the Kentish Yeoman-yard, Grove Hill-road, Tonbridge Wells, Kent, his Wife, during such time, taking in Washing as a Laundress, an insolvent debtor, having been filed in the County Court of Kent, at Tonbridge Wells, and an interim order for protection from process having been given to the said John Allcorn the younger, under the provisions of the Statutes in that case made and provided, the said John Allcorn the younger is hereby required to appear before the said Court, on the 17th day of December next, at ten of the clock in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said John Allcorn the younger, or that have any of his effects, are not to pay or deliver the same but to Mr. Sydney Alleyne, the Registrar of the said Court, at his office, at Tonbridge Wells, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Thomas Edwards, now and for nine months and upwards last past residing at the Jolly Collier Beershop, Newhall-street, Upper-green, Tipton, in the county of Stafford, carrying on the trades or businesses of a Licensed Brewer and Retailer of Beer, Porter, and Cider, and Dealer in Tobacco, also working as a Miner, previous thereto residing at the Jolly Collier Beershop, Union-street, Tipton aforesaid, carrying on the trades or businesses of a Licensed Brewer and Retailer of Beer, Porter, and Cider, and Dealer in Tobacco, and also working as a Miner, and also, for a short time, in partnership with Benjamin Hazeldine, at No. 2 Pits, Cinder Meadow Colliery, Oldbury, in the county of Worcester, and also at the Ash Leasow Colliery, Tipton, aforesaid, as Butty Miners, and previous thereto residing at the Railway Inn, Owen-street, Tipton, aforesaid, carrying on the trades or businesses of a Licensed Brewer and Retailer of Beer, Porter, and Cider, and Dealer in Tobacco, and also working as a Miner, and previous thereto residing at the Duke of Wellington Beershop, Wolverhampton-street, Dudley, in the county of Worcester, carrying on the trades or businesses of a Licensed Brewer and Retailer of Beer, Porter, and Cider,

and Dealer in Tobacco, an insolvent debtor, having been filed in the County Court of Worcestershire, at Dudley, and an interim order for protection from process having been given to the said Thomas Edwards, under the provisions of the Statutes in that case made and provided, the said Thomas Edwards is hereby required to appear before the said Court, on the 6th day of December instant, at ten in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said Thomas Edwards, or that have any of his effects, are not to pay or deliver the same but to Mr. Thomas Walker, Registrar of the said Court, at his office, at the Court House, Priory-street, Dudley, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Amos Fletcher, at present and for two years and upwards last past residing at Spring-gardens, in the parish of Dudley, in the county of Worcester, Journeyman Boiler Maker, and during a portion of the said time carrying on the trades or businesses of a Gasholder, Girder, Tank, and Boiler Manufacturer, under the style or firm of Amos Fletcher and Company, at the Red Hill Boiler Yard, in the parish of Dudley aforesaid, an insolvent debtor, having been filed in the County Court of Worcestershire, at Dudley, and an interim order for protection from process having been given to the said Amos Fletcher, under the provisions of the Statutes in that case made and provided, the said Amos Fletcher is hereby required to appear before the said Court, on the 6th 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 Amos Fletcher, or that have any of his effects, are not to pay or deliver the same but to Mr. Thomas Walker, Registrar of the said Court, at his office, at the Court-house, Priory-street, Dudley, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Julia Ruston, at present and for the last three years and five months or thereabouts residing and carrying on business as a Tailoress, at Dixon's-green, in the parish of Dudley, in the county of Worcester, Widow, an insolvent debtor, having been filed in the County Court of Worcestershire, at Dudley, and an interim order for protection from process having been given to the said Julia Ruston, under the provisions of the Statutes in that case made and provided, the said Julia Ruston is hereby required to appear before the said Court, on the 6th day of December next, at ten in the forenoon precisely, for her first examination touching her 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 Julia Ruston, or that have any of her effects, are not to pay or deliver the same but to Mr. Thomas Walker, Registrar of the said Court, at his office, at the Court-house, Priory-street, Dudley, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Samuel Stokes Elston, late and now residing at No. 23, New Garden-street, Grimston-street, and carrying on business at No. 8, Queen's Dock-side, as a Builder, Joiner, and Undertaker, in the name of Samuel Elston, all the said places being in the town or borough of Kingston-upon-Hull, an insolvent debtor, having been filed in the County Court of Yorkshire, at the Townhall, Kingston-upon-Hull, and an interim order for protection from process having been given to the said Samuel Stokes Elston, under the provisions of the Statutes in that case made and provided, the said Samuel Stokes Elston is hereby required to appear before the said Court, on the 9th day of December next, at ten of the clock in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said Samuel Stokes Elston, or that have any of his effects, are not to pay or deliver the same but to Mr. Charles Henry Phillips, Registrar of the said Court, at his office, No. 77, Lowgate, Kingston-upon-Hull, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Thomas Revis, formerly of No. 3, West-parade, Spring Bank, Blacking Manufacturer, and part of the time carrying on business in Scott-street, as a Grocer and Tea Dealer, afterwards of No. 3, West-parade, Spring Bank aforesaid, and carrying on business at No. 37, Silvester-street, as a Pawnbroker, next at No. 3, West-parade, Spring Bank aforesaid, and carrying on business at No. 37, Silvester-street aforesaid, as a Pawn-

broker, in copartnership with Thomas Tindle, afterwards of No. 3, West-parade, Spring Bank aforesaid, Draper's Agent, and late and now residing at No. 7, Portland-street, out of business or employment, all the said places being in the town or borough of Kingston-upon-Hull, an insolvent debtor, having been filed in the County Court of Yorkshire, at the Town-hall, Kingston-upon-Hull, and an interim order for protection from process having been given to the said Thomas Revis, under the provisions of the Statutes in that case made and provided, the said Thomas Revis is hereby required to appear before the said Court, on the 9th day of December next, at ten of the clock in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said Thomas Revis, or that have any of his effects, are not to pay or deliver the same but to Mr. Charles Henry Phillips, Registrar of the said Court, at his office, No. 77, Lowgate, Kingston-upon-Hull, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Robert Penniston, formerly of Winter's-alley, Land of Green Ginger, Fish Dealer and Curer, next of No. 31, Alfred-street, Pottery, Fish Dealer and Curer, and late and now residing at No. 31, Bishop-lane, Fish Dealer and Curer, Grocer and Tea Dealer, and also Dealer in Sweetmeats and Small Wares, and part of the time having a Smoke House, in Alfred-street aforesaid, all the said places being in the town or borough of Kingston-upon-Hull, an insolvent debtor, having been filed in the County Court of Yorkshire, at the Townhall, Kingston-upon-Hull, and an interim order for protection from process having been given to the said Robert Penniston, under the provisions of the Statutes in that case made and provided, the said Robert Penniston is hereby required to appear before the said Court, on the 9th of December next, at ten in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said Robert Penniston, or that have any of his effects, are not to pay or deliver the same but to Mr. Charles Henry Phillips, Registrar of the said Court, at his office, No. 77, Lowgate, Kingston-upon-Hull, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of John Newsom, formerly of No. 8, and late and now residing at No. 9, on the north side of the Holy Trinity Church, near the Market-place, in the town or borough of Kingston-upon-Hull, Boot and Shoe Maker, an insolvent debtor, having been filed in the County Court of Yorkshire, at the Townhall, Kingston-upon-Hull, and an interim order for protection from process having been given to the said John Newsom, under the provisions of the Statutes in that case made and provided, the said John Newsom is hereby required to appear before the said Court, on the 9th day of December next, at ten of the clock in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said John Newsom, or that have any of his effects, are not to pay or deliver the same but to Mr. Charles Henry Phillips, Registrar of the said Court, at his office, at 77, Lowgate, in Kingston-upon-Hull, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of John Webster, of No. 165, Walmgate, in the parish of Saint Dennis, in the city of York, Hosiery, Milliner, Linen Draper, Dealer in Lace, Stays, and Leather Belts, an insolvent debtor, having been filed in the County Court of Yorkshire, at York, and an interim order for protection from process having been given to the said John Webster, under the provisions of the Statutes in that case made and provided, the said John Webster is hereby required to appear before Alfred Septimus Dowling, Serjeant-at-Law, Judge of the said Court, on the 12th day of December next, at nine of the clock in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said John Webster, or that have any of his effects, are not to pay or deliver the same but to Mr. Richard Perkins, Registrar of the said Court, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Thomas Thompson, now and for five days last past residing in rooms in a passage adjoining No. 7, Coney-street, in the parish of St. Martin, French Polisher, theretofore of No. 14, Feasegate, in the

parish of St. Peter the Little, theretofore of Market-street, in the said parish, all in the city of York, French Polisher, Cabinet and Mattress Maker, Furniture Broker, Dealer in Old and New Furniture, and all kinds of Household Goods, also having a Stall in York Market on Saturdays only, an insolvent debtor, having been filed in the County Court of Yorkshire, at York, and an interim order for protection from process having been given to the said Thomas Thompson, under the provisions of the Statutes in that case made and provided, the said Thomas Thompson is hereby required to appear before Alfred Septimus Dowling, Serjeant-at-Law, Judge of the said Court, on the 12th day of December next, at nine 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 Thomas Thompson, or that have any of his effects, are not to pay or deliver the same but to Mr. Richard Perkins, Registrar of the said Court, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of John Stonelake, of Fore-street, Bovey Tracey, in the parish of Bovey Tracey, in the county of Devon, Boot and Shoe Maker, and Dealer in Boots and Shoes, an insolvent debtor, having been filed in the County Court of Devonshire, at Newton-Abbot, and an interim order for protection from process having been given to the said John Stonelake, under the provisions of the Statutes in that case made and provided, the said John Stonelake is hereby required to appear before the said Court, on the 10th day of December next, at ten of the clock in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said John Stonelake, or that have any of his effects, are not to pay or deliver the same but to Mr. John Pidsley, Registrar of the said Court, at his office at Newton-Abbot, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Charles Hands, of Cherrington, in the parish of Cherrington, in the county of Warwick, Cordwainer, carrying on business at Cherrington, in the parish of Cherrington aforesaid, as a Cordwainer, from the 1st day of May, 1859, up to the day of the date of this his petition, an insolvent debtor, having been filed in the County Court of Worcestershire, at Shipston-on-Stour, and an interim order for protection from process having been given to the said Charles Hands, under the provisions of the Statutes in that case made and provided, the said Charles Hands is hereby required to appear before the said Court, on the 13th 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 Charles Hands, or that have any of his effects, are not to pay or deliver the same but to Mr. Edward Vere Nicoll, Registrar of the said Court, at his office, at Shipston-on-Stour, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Henry Pybus, of Caistor, in the county of Lincoln, Cooper, Cabinet Maker, and Windsor Chair Manufacturer, an insolvent debtor, having been filed in the County Court of Lincolnshire, at Caistor, and an interim order for protection from process having been given to the said Henry Pybus, under the provisions of the Statutes in that case made and provided, the said Henry Pybus is hereby required to appear before the said Court, on the 14th day of December next, at half past 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 Henry Pybus, or that have any of his effects, are not to pay or deliver the same but to Mr. George Robert Foster Haddelsey, Registrar of the said Court, at his office, at Caistor, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of George Silley, at present and for eleven years and six months or thereabouts residing at Micheldean, in the county of Gloucester, and being during the first four years and six months or thereabouts a Labourer and Slaughterman to a Butcher, and during the last seven years or thereabouts being a Butcher, Newsman, and Agent for carrying and selling the Gloucester Journal Newspaper, previously for two years or thereabouts residing at Ruardean, in the county of Gloucester, and being a Labourer and Slaughterman to a Butcher, pre-

viously for two years or thereabouts residing at Bishopwood, in the parish of Buardean, in the county of Gloucester, and being a Labourer, and previously for one year and three months or thereabouts residing at Coombe-hill, in the parish of Leigh, in the county of Gloucester, and being a Retailer of Beer and Cider, an insolvent debtor, having been filed in the County Court of Gloucestershire, at Newnham, and an interim order for protection from process having been given to the said George Silley, under the provisions of the Statutes in that case made and provided, the said George Silley is hereby required to appear before the said Court, on the 13th 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 George Silley, or that have any of his effects, are not to pay or deliver the same but to Mr. Roydon Mason, Registrar of the said Court, at his office, at Newnham, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Henry Rayner Hodder, of Loughborough, in the county of Leicester, Druggist, an insolvent debtor, having been filed in the County Court of Leicester, at Loughborough, and an interim order for protection from process having been given to the said Henry Rayner Hodder, under the provisions of the Statutes in that case made and provided, the said Henry Rayner Hodder is hereby required to appear before the said Court, on the 19th day of December next, at ten in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said Henry Rayner Hodder, or that have any of his effects, are not to pay or deliver the same but to Mr. Beauvoir Brock, Registrar of the said Court, at his office, at Loughborough, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of John Cawrey, of Woodhouse Eaves, in the county of Leicester, Flourseller, Baker, and Grocer, an insolvent debtor, having been filed in the County Court of Leicestershire, at Loughborough, and an interim order for protection from process having been given to the said John Cawrey, under the provisions of the Statutes in that case made and provided, the said John Cawrey is hereby required to appear before the said Court, on the 19th day of December next, at ten of the clock in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes, and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said John Cawrey, or that have any of his effects, are not to pay or deliver the same but to Mr. Beauvoir Brock, Registrar of the said Court, at his office, at Loughborough, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of John Henry Mee, of Loughborough, in the county Leicester, Butcher, an insolvent debtor, having been filed in the County Court of Leicestershire, at Loughborough, and an interim order for protection from process having been given to the said John Henry Mee, under the provisions of the Statutes in that case made and provided, the said John Henry Mee is hereby required to appear before the said Court, on the 19th day of December next, at ten of the clock in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said John Henry Mee, or that have any of his effects, are not to pay or deliver the same but to Mr. Beauvoir Brock, Registrar of the said Court, at the County Court Office, Loughborough, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Robert Dix the younger, sued and known as Robert Dix, of Heath End, near Farnham, in the county of Surrey, an insolvent debtor, having been filed in the County Court of Surrey, at the Bush Hotel, Farnham, and an interim order for protection from process having been given to the said Robert Dix the younger, under the provisions of the Statutes in that case made and provided, the said Robert Dix the younger is hereby required to appear before the said Court, on the 6th of December next, at one 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 Robert Dix the younger, or that

have any of his effects, are not to pay or deliver the same but to Mr. William Jacob Hollest, Registrar of the said Court, at his office at Farnham, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of John Graystone, at present and for six months and upwards last past residing at Wicken, in the county of Essex, Miller and Grocer, an insolvent debtor, having been filed in the County Court of Essex, at Saffron Walden, and an interim order for protection from process having been given to the said John Graystone, under the provisions of the Statutes in that case made and provided, the said John Graystone is hereby required to appear before the said Court, on the 12th day of December next, at half-past two o'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 John Graystone, or that have any of his effects, are not to pay or deliver the same but to Mr. Joseph Thomas Collins, Registrar of the said Court, at the office of the said Court, in Church-street, in Saffron Walden, the Official Assignee of the estate and effects of the said insolvent.

In the Matter of the Petition of Moses Baker, of Ticehurst, in the county of Sussex, Cordwainer, an Insolvent Debtor.

NOTICE is hereby given, that James Espinasse, Esq., Judge of the County Court of Kent, at Tonbridge Wells, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 17th day of December next, at ten o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Edward Read, late of No. 14, West-hill-place, Brighton, in the county of Sussex, Grocer and Green Grocer, then and now of No. 17, Richmond-street, Brighton aforesaid, carrying on the business of a Grocer there, and residing at No. 57, Belgrave-street, Brighton aforesaid, an Insolvent Debtor.

NOTICE is hereby given, that the County Court of Sussex, at Brighton, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 10th day of December next, at ten o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of James Robinson, at present and for three years now last past residing at No. 29, Green Gate-street, in the borough of Stafford, in the county of Stafford, and for the first twelve months of that time being a Cabinet Maker and Upholsterer, and for the last two years of such period carrying on the trade or business of a Stationer, Dealer in Toys, Perfumery, Haberdashery and Ironmongery Wares, Fishing Tackle, Cigars, Pipes, Tobacco, Drugs, and General Fancy Wares, and also occasionally working as a Journeyman Cabinet Maker, and being during the last two years licensed to vend and deal at Stafford in Stamps denoting the duties on Postage Receipts and Drafts payable to Bearer or to order on demand.

NOTICE is hereby given, that the County Court of Staffordshire, at the Shire Hall, Stafford, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 20th day of December next, at eleven of the clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of William Green, formerly of Long-row, of the town and county of the town of Nottingham, Grocer, afterwards of Constitution-hill, Birmingham, in the county of Warwick, Journeyman Grocer, then of Navenby, in the county of Lincoln, out of employment, and at present and for the last six months residing residing at Stedman-sreet, Newark-upon-Trent, in the county of Nottingham, Journeyman Grocer.

NOTICE is hereby given, that the County Court of Nottinghamshire, at Newark, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 24th day of December next, at nine of the clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Silas Bond, at present and for about four years and nine months last past residing at No. 17, Prince Edwin-street, Everton, in the borough of Liverpool, and county of Lancaster, Boot and Shoe Maker and Lodging-house Keeper.

NOTICE is hereby given, that the County Court of Lancashire, at Liverpool, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 7th day of December next, at half past ten o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Edward Von Dadelszen, at present and for two years last past, residing at No. 2, Olive-lane, in the township of Wavertree, and parish of Childwall, in the county of Lancaster, at the same time carrying on business as a Metal Broker, at No. 5, Dale-street, in the borough of Liverpool, in the county of Lancaster.

NOTICE is hereby given, that the County Court of Lancashire, at Liverpool, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 7th day of December next, at half past ten o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of John Turner, now and for about four months last past residing at No. 58, Gregson-street, in the township of Everton, near Liverpool, in the county of Lancaster, for four years immediately previous thereto residing at No. 11, White Mill-street, in Liverpool aforesaid, and during the whole of the periods above mentioned carrying on business as a Butcher, at No. 26, late No. 25, Stall, in St. John's Market, in Liverpool aforesaid, and for the last four months or thereabouts of such periods, also being a Porter at the Albert Dock Warehouses, in Liverpool aforesaid.

NOTICE is hereby given, that the County Court of Lancashire, at Liverpool, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 7th day of December next, at half past ten of the clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of George Kirk, at present and for two months last past residing at No. 38, Havelock-street, Everton, previously and for nearly two years residing at No. 17, Athol-street (off Great Howard-street), both in Liverpool, in the county of Lancaster, and there carrying on the business of a Beer-house Keeper and Licensed Dealer in Tobacco, and also Manager of a Beerhouse at a weekly salary.

NOTICE is hereby given, that the County Court of Lancashire, at Liverpool, acting in the matter of this Petition, will proceed to make a Final Order thereon at the said Court, on the 7th day of December next, at half past ten in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of James Flynn, at present and for sixteen months now last past residing and carrying on business at No. 43, Lower Cable-street, in the parish of Liverpool, in the county of Lancaster, for one year and seven months immediately previous thereto residing at William Henry-street, Everton, in the borough of Liverpool, and county aforesaid, for one year of the last-mentioned period having a Workshop in Eldon-chambers, South John-street, in the parish and county aforesaid, and from January 25th, to April 25th, 1859, occupying an Office at No. 2, King-street, in the parish and county aforesaid, and being a Lithographer, Engraver, and Printer.

NOTICE is hereby given, that the County Court of Lancashire, at Liverpool, acting in the matter of this Petition, will proceed to make a Final Order thereon at the said Court, on the 7th day of December next, at half past ten o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Henry Roberts, now residing at Mount Pleasant, in the town and parish of Llanelly, in the said county of Carmarthen, Boot and Shoe Maker, before then of Church-street, at Llanelly aforesaid, Boot and Shoe Maker, previously residing next door to the Three Horse Shoes, in Thomas-street, at Llanelly aforesaid, Boot and Shoe Maker, before then of North-street, in the town of Wolverhampton, in the county of Stafford, Boot and Shoe Maker, and previously of Mill-street, in the town and parish of Penkridge, in the last-mentioned county, Boot and Shoe Maker, an Insolvent Debtor.

NOTICE is hereby given, that the County Court of Carmarthenshire, at Llanelly, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 7th day of December next, at eleven of the clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of William Luckman, of No. 7, Chapel-street, Rugby, in the county of Warwick, and previously thereto of No. 23, Church-street, Rugby aforesaid all the time carrying on the business of a Fruiterer and Fishmonger.

NOTICE is hereby given, that the County Court of Warwickshire, at Rugby, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 15th 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 James Charles Oldmeadow (known as James Oldmeadow), now and for two months last past, residing at Grafton-place, Great Malvern, in the county of Worcester, in lodgings, and carrying on the business of an Artist, at premises occupied by Messrs. Smith and McNaught, Coach Builders, Malvern, county aforesaid, previously of Underdown Villa, North Malvern, county aforesaid, in lodgings and out of business, previously of the Star Hotel, Malvern Link, county aforesaid, Licensed Victualler, previously of No. 12, Montpellier-street, Cheltenham, in the county of Gloucester, Print-seller and Artist, and formerly of No. 1, Montpellier-street, Cheltenham, in said county, Print-seller and Artist, an Insolvent Debtor.

NOTICE is hereby given, that the County Court of Worcestershire, at Upton-upon-Severn, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 16th day of December next, at ten of the clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Mary Ann Haley, at present and for six months and upwards last past residing at Newby Villa, Great Malvern, Worcestershire, and being a Dress Maker and Lodging-house Keeper, and previously of York House, Great Malvern aforesaid, carrying on business in copartnership with Caroline Prowse, as Dress Makers, under the style or firm of Haley and Prowse, an Insolvent Debtor.

NOTICE is hereby given, that the County Court of Worcestershire, at Upton-upon-Severn, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 16th 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 Richmond Bowers, now and since the 5th day of this present September, residing at the Red Lion Inn, King-street, Dudley, in the county of Worcester, Beer-shop Keeper, and for about three months and sixteen days previously thereto, residing in lodgings at Kates-hill, in the parish of Dudley aforesaid, following no business or occupation, and previously and for about ten months residing and carrying on business as a Butcher, in Flood-street, Dudley aforesaid, and previously and for about five months, residing at Kates-hill, in the parish of Dudley aforesaid, and working as a Journeyman Butcher, and previously and for about nine years residing and carrying on business as a Butcher, at Kates-hill, in the parish of Dudley aforesaid, an Insolvent Debtor.

NOTICE is hereby given, that the County Court of Worcestershire, at Dudley, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 6th day of December next, at ten of the clock in the forenoon, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Mary Pearson, at present and for about nine years and nine months last past residing in High-street, in Dudley, in the county of Worcester, Widow, carrying on business there as a Hosier and Haberdasher, and during the same period also occupying a standing and carrying on the same business in the public market-place, in Dudley aforesaid, an Insolvent Debtor.

NOTICE is hereby given, that the County Court of Worcestershire, at Dudley, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 6th day of December next, at ten o'clock in the forenoon, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of William Robinson, at present and for seven months last past residing at Delph, in the township of Saddleworth, in the county of York, and for three months and three weeks previously thereto residing at No. 51, Emden-street, Greenheys, in Manchester, in the county of Lancaster, and during these periods Railway Clerk, and the latter part of the time Station Master at Delph aforesaid, and for ten months previously thereto residing at No. 2, Pigot-street, Greenheys aforesaid, Railway Clerk, Grocer, Provision Dealer, and Beer Seller, and for three months previously thereto residing at No. 10, Embden-street, Greenheys aforesaid, and for six months previously thereto residing at No. 2, Bath-street, Hulme, Manchester, in the said county of Lancaster, Railway Clerk, and for five months previously thereto living in lodgings at No. 10, Market-street, Burnley, in the said county of Lancaster aforesaid, Journeyman Grocer only.

NOTICE is hereby given, that Christodher Temple, Q.C., Esq., Judge of the County Court of Yorkshire, at Saddleworth, 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 eleven o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of John Hartley, formerly of Upper Burgess-street, Great Grimsby, in the county of Lincoln, Sloopmaster, Sloopowner, and Coal Dealer, afterwards of Brotherton, near Pontefract, in the West Riding of the county of York, Sloopowner, Sloopmaster, and Coal Dealer, next of No. 2, Jane-street, Walker-street, Sloopmaster and Coal Dealer, afterwards of Prince George Tavern, High-street, Licensed Victualler, and late and now residing at the Sir John Falstaff Tavern, near Green-lane, Church-street, Wincolmlce, Licensed Victualler, all the said three last-named places of residence being in the town or borough of Kingston-upon-Hull.

NOTICE is hereby given, that the County Court of Yorkshire, at the Townhall, Kingston-upon-Hull, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 9th day of December next, at ten o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Henry Hewland, formerly residing in Pease-street, and afterwards at No. 2, Mary's-place, Osborne-street, and carrying on business as a Butcher, at the shop of Thomas Hickman, No. 41, Shambles, in Queen-street, and late and now residing at No. 2, Mary's-place, in Osborne-street aforesaid, Journeyman Butcher, all the said places being in the town or borough of Kingston-upon-Hull.

NOTICE is hereby given, that the County Court of Yorkshire, at the Townhall, Kingston-upon-Hull, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 9th day of December next, at ten o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Charles Trowsell, of the Station Inn, in the town and borough of Loughor, in the county of Glamorgan, Mariner and who, previous to the year 1858, carried on in the said town and borough of Loughor, the trade of a Grocer and Keeper of an Inn, Buyer and Seller of Tea, Coffee, Sugar, Flour, Cheese, Bacon, and other Articles, and also Brewer and Seller of Beer, and Buyer of Ale, Porter, and Spirituous Liquors, and Seller of the same by retail, an Insolvent Debtor.

NOTICE is hereby given, that the County Court of Carmarthenshire, at Llanelly, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 7th day of December next, at eleven o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Isaac Smart, of Aberaman, in the parish of Aberdare, in the county of Glamorgan, Coal Weigher, before then of Aberdare, in the said parish, in lodgings, out of business, and previous thereto of Bute-street, Aberaman, in the parish of Aberdare aforesaid, Keeper of a Beer-shop, then called or known by the sign of the Aberaman Inn, and part of the time Beer Traveller.

NOTICE is hereby given, that Thomas Falconer, Esq., Judge of the County Court of Glamorganshire, at Aberdare, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 8th day of December next, at ten o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of George Henry Jobbins, at present and from the 9th day of October, 1858, residing at the Sign of the Duke of York, Wade-street, in the parish of St. Phillips and Jacob, in the city and county of Bristol, and carrying on business there as a Beer Retailer, Licensed Brewer, and Dealer in Tobacco, previously thereto residing at No. 16, Conduit-place, in the District of the united parishes of Saint James and Saint Paul, in the city and county of Bristol aforesaid, and during the aforesaid places of residence occasionally letting lodgings and apartments, and working as an Engineer.

NOTICE is hereby given, that the County Court of Gloucestershire, at Bristol, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 8th day of December next, at ten o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Charles Starr, at present and from the 20th day of September, 1859, residing at No. 29, Woodwell-crescent, in the parish of Saint Augustine, in the city and county of Bristol, out of business, previously and for ten months residing at No. 20, Maughan-street, Pennarth, in the county of Glamorgan, Butcher, Dealer in Meat, Licensed Dealer in Tea and Tobacco, Grocer, General-shop Keeper, and letting lodgings, previously residing near Bute Cottage, Pennarth

No. 22329.

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aforesaid, and during part of such residence renting part of a shop at the Post Office, Pennarth aforesaid, and carrying on business there as a Butcher and Dealer in Meat, and during a further part of such last-mentioned residence being employed as a Labourer and Groom and Gardener, previously residing on the Beach, Pennarth aforesaid, Labourer, Groom, and Gardener, previously residing on the Narrow Weir, in the city and county of Bristol, and carrying on business there as a Grocer, previously residing at No. 17, Penn-street, Bristol aforesaid, during the two last above-mentioned residences renting a board, numbered 44, in the High-street Market, Bristol aforesaid, and Dealer in Meat, previously and for one year and eight months being a Second Class Driver in the Land Transport Corps, and engaged in the Crimea and elsewhere, during such servitude, his wife renting at No. 2, Tower-hill, Bristol aforesaid, and No. 17, Penn-street aforesaid, previously residing at No. 9, Philadelphia-street, Bristol aforesaid, Dealer in Meat, previously residing at White-street, Pennywell-road, Bristol aforesaid, and formerly of No. 29, Hill-street, Saint Paul's, Bristol aforesaid, Dealer in Meat, during the three last above-mentioned residences renting the said Market Board and dealing in Meat.

NOTICE is hereby given, that the County Court of Gloucestershire, at Bristol, acting in the matter of this Petition will proceed to make a Final Order thereon, at the said Court, on the 8th day of December next, at ten o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of John Ellicott, at present and from the 21st day of September, 1859, residing at No. 38, College-street, previously and for six days residing at No. 39, College-street, previously and for twelve months residing at No. 1, Park-row, previously residing at No. 8, Lower Park-row, previously residing at Lower Saint Michael's-hill, previously residing at Trenchard-street, and there letting lodgings, previously residing at Frogmore-street, previously residing at Limekiln-lane, Manufacturer of, and Dealer in, Boots and Shoes, and sometimes working as a Journeyman Shoemaker, all the above-mentioned places of residence being in the city and county of Bristol.

NOTICE is hereby given, that the County Court of Gloucestershire, at Bristol, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 8th day of December next, at ten o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

JOHN TYRRELL, Esq., Judge of the County Court of Devonshire, at Tiverton, authorized to act under a Petition of Insolvency, bearing date the 13th day of April, 1854, presented by John Davey, of Leat-street, Tiverton, in the county of Devon, Butcher, will sit on the 15th of December next, at eleven of the clock in the forenoon precisely, at the Guildhall, Tiverton, in order to Audit the Accounts of the Assignees of the estate and effects of the said insolvent, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to insolvents; and the said Judge will also sit on the same day, at the same hour, and at the same place, in order to make a Dividend of the estate and effects of the said insolvent; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

JOHN TYRRELL, Esq., Judge of the County Court of Devonshire, at Tiverton, authorized to act under a Petition of Insolvency, bearing date the 17th day of November, 1853, presented by John Milford, of the New Inn, Butterleigh, in the county of Devon, Innkeeper and Wheelwright, will sit on the 15th day of December next, at eleven o'clock in the forenoon precisely, at the Guildhall, Tiverton, 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.

JOHN TYRRELL, Esq., Judge of the County Court of Devonshire, at Tiverton, authorized to act under a Petition of Insolvency, bearing date the 17th day of August, 1854, presented by Thomas Rossiter, of the White Hart Inn, in the town and parish of Dulverton, in the county of Somerset, Innkeeper, will sit on the 15th of December next, at eleven o'clock in the forenoon precisely, at the Guildhall, Tiverton, 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.

NOTICE is hereby given, that the County Court of Devonshire, at East Stonehouse, authorized to act under a Petition of Insolvency presented by Edwin Parnall, of Ridgeway, in the parish of Plympton Saint Mary, in the county of Devon, Saddler and Harness Maker, and General Dealer, will sit on the 7th day of December next, at ten of the clock in the forenoon, at Saint George's Hall, East Stonehouse, to Audit the Accounts of the Official Assignee of the estate and effects of the said insolvent, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to insolvents; and the said Court will also sit on the same day, at the same hour, and at the same place, in order to make a Dividend of the estate and effects of the said insolvent; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

NOTICE is hereby given, that the County Court of Devonshire, at East Stonehouse, authorized to act under a Petition of Insolvency presented by John Lewis Peake, late of Hayle, in the county of Cornwall, Master Mariner, then of No. 1, Trafalgar-place, Summerland-street, Plymouth, in the county of Devon, Master Mariner, and afterwards and now of No. 29, Bath-street, Plymouth aforesaid, Master Mariner and Licensed Beerhouse Keeper, will sit on the 7th day of December next, at ten of the clock in the forenoon, at Saint George's Hall, East Stonehouse, in order to Audit the Accounts of the Official Assignee of the estate and effects of the said insolvent under the said Petition, pursuant to the Acts of Parliament made and now in force relating to insolvents; and the said Court will also sit on the same day, at the same hour, and at the same place, to make a Dividend of the estate and effects of the said insolvent; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

THE estates of Alexander Grant, Hassock Manufacturer, 63, London-street, Glasgow, were sequestrated on the 21st November, 1859, by the Sheriff of Lanarkshire.

The first deliverance is dated the 21st November, 1859.

The meeting to elect the Trustee and Commissioners is to be held on Tuesday, the 29th day of November, 1859, at three o'clock afternoon, within the Faculty Hall, St. George's-place, Glasgow.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 21st 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.

ALEXR. GRANT, Petitioner.

THE estates of Robert Richmond, sometime farmer at Glenhead, in the parish of Lochwinnoch, in Renfrewshire, now carrying on business as a Contractor and Carter, in Glasgow, were sequestrated on 21st November, 1859, by the Sheriff of Lanarkshire.

The first deliverance is dated 21st November, 1859.

The meeting to elect the Trustee and Commissioners is to be held on Tuesday, the 29th November, 1859, at twelve o'clock noon, within the Faculty Hall, St. George's-place, Glasgow.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 24th 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.

KENNETH ROSS, Agent.

THE estates of John Henry, junior, otherwise John Henry, Fancy Goods Warehouseman and Toy Merchant, in Kilmarnock, were sequestrated on the 19th day of November, 1859, by the Sheriff of the county of Ayr.

The first deliverance is dated the 11th day of November, 1859.

The meeting to elect the Trustee and Commissioners is to be held at one o'clock afternoon, on Tuesday, the 29th day of November, 1859, within the George Hotel, Portland-street, Kilmarnock.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 21st day of March, 1860.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

F. C. GROSS, Writer, Kilmarnock,
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 9th December, 1859, at Eleven o'Clock precisely, before Mr. Chief Commissioner Law.

Henry Brown, formerly of No. 6, Brunswick-terrace, Albany-road, then of No. 34, Addington-place, next of No. 5, Leach's-cottages, Southampton-street, all in Camberwell, Surrey, Hop Merchant's Clerk, then of the same place, out of employment, and now of same place, Hop Merchant's Clerk.

Abraham Lewis, sued as A. Lewis, of No. 10, Nichols-square, Hackney-road, Middlesex, General Dealer in Watches, Jewellery, Furs, Cigars, and Miscellaneous Articles, occasionally travelling and staying for short periods in Norfolk, Carmarthen, Lancashire, and Cambridge, his family during the whole time residing at No. 10, Nichols-square aforesaid.

Benjamin Thomas Clark, formerly of No. 1, Hatton-garden then of same place, and also of No. 99, Holborn-hill, both in Middlesex, and then and late of last-named place, during the whole time Lodging, Coffee, and Eating-house Keeper.

Rowland William Roberts, sued and committed as R. W. Roberts, of No. 42, Cumming-street, Pentonville, and for part of the time renting a boiling house at Plummer's-place, Rosomond-street, Clerkenwell, both in Middlesex, trading under the style of Roberts and Son, Capillaire Maker, Agent for the sale of Wines and Spruce; and General Commission Agent.

On Saturday the 10th December, 1859, at half past Ten o'Clock, before Mr. Commissioner Murphy.

William Hatt, formerly of No. 50, Grafton-road, Kentish Town, Carpenter and Blindmaker, afterwards of No. 6, Grove-street, Camden Town, at the same time carrying on business at Stanmore-place, Camden Town, in partnership with James Henry Smith, under the style of Hatt and Smith, Builders and Contractors, then of No. 23, Bellevue-terrace (otherwise No. 7, Bellefield-buildings), Seven Sisters'-road, Upper Holloway, Cheesemonger, and now lodging at No. 4, Brecknock-street, Camden-road, Camden Town, all in Middlesex, having at same time possession of the premises No. 23, Bellevue-terrace aforesaid, out of business or employment.

George Henry Glover, sued and known as George Glover, of No. 63, Brunswick-street, Dover-road, Southwark, Surrey, Warehouseman to a Leather Dresser, at No. 31, Long-lane, Bermondsey, Surrey.

On Monday the 12th December, 1859, at Eleven o'Clock, before Mr. Chief Commissioner Law.

Thomas Garner the younger, of No. 14, John-street, Holland-street, Blackfriars-road, and at the same time also of No. 16, Commercial-road, Lambeth, and formerly of No. 9, Garden-row, London-road, all in Surrey, Baker, and occasionally letting lodgings.

N.B.—1. Any creditor may attend and give evidence and produce witnesses. Opposition can

only be made by the Creditor in person, or by Counsel appearing for him.

2. The petition and schedule, and all books, papers, and writings filed, will be produced by the proper Officer for inspection and examination until two clear days before the hearing.

3. Creditors' assignee may be chosen according to the Statute.

4. Persons indebted to the said Insolvent Debtors respectively, or having any of their effects, are to pay and deliver the same to the Official Assignee being the Provisional Assignee of the Court, at the said Court and to no other person.

COURT FOR RELIEF OF INSOLVENT DEBTORS.

See Notice at the end.

The following PRISONERS, whose Estates and Effects have been vested in the Provisional Assignee by Order of the Court, having filed their Schedules, are ordered to be brought up before the Court, as hereinafter mentioned, at the Court-House, in Portugal-Street, Lincoln's-Inn, as follows, to be dealt with according to the Statute :

On Friday the 9th December, 1859, at Eleven o'Clock precisely, before Mr. Chief Commissioner Law.

Thomas Mason, late of No. 29, New Tothill-street, Westminster, Middlesex, Carman, and Dealer in Coals and Coke.

Francis Batt, formerly of No. 29, Wharf-road, City-road, Fire-wood Dealer, then of No. 14a, Wade's-place, Hackney-road, Draper and Haberdasher, and then and late of No. 29, Strutton-ground, Westminster, all in Middlesex, Draper's Assistant.

Henry Norton North, sued and committed as Henry North, late of No. 1, Wilmington-place, Clerkenwell, Coal Dealer, and during part of the time whilst there carrying on business as a Beer Retailer, at the Rising Sun, No. 4, Frederick-place, Goswell-road, then the same trade, at No. 17, Grenville-street, Somers-town, afterwards also a Beer Retailer's Assistant, at the Star and Garter, Edward-street, Pentonville, then Beer Retailer, at No. 5, Suffolk-street, Pentonville, and subsequently also Dealing in Coals and Potatoes, at No. 16, Byre-street, Hill, Clerkenwell, all in Middlesex.

William Watkin Ford, sued and committed as W. W. Ford, late of Sydney Cottage, Hornsey-road, and for part of the time renting a workshop at Rheidol Mews, Peter-street, Lower-road, Islington, both in Middlesex, Brush Maker.

On Friday the 9th December, 1859, at half past Ten o'Clock, before Mr. Commissioner Murphy.

William Skardon Knighton, commonly called and known as Baron Knighton, and as William Knighton, sued with Mary Annie Lawrence, and James Paterson McDonald, and committed as William Knighton, formerly of the St. George's Hall Assembly Rooms, No. 83, St. George's Road, Southwark, Teacher of Dancing, and Schoolmaster, afterwards of No. 86, St. George's-road aforesaid, Licensed Retailer of Beer and Tobacco, and Coffee-shop Keeper at the same place, and also a Teacher of Dancing, and Dealer in Ginger-beer, then living privately at the Crescent, New Kent-road, and at the same time of St. George's Hall aforesaid, Teacher of Dancing, then of No. 13, New-straet, Kennington-road, and late of North Cottage, North-place, West-square, Lambeth, Clerk in the office of the Assistant Overseer of St. George the Martyr, Southwark, at Bridge House-place, Newington Causeway, all in Surrey, and at same time also a Teacher of Dancing at St. George's Hall aforesaid.

Charles William Alexander, formerly of No. 44, Lombard-street, city, Confectioner, then of Ilford Mills, Ilford, Essex, Miller, next of No. 1, Harmer-street, Gravesend, and occupying Denton Mill, Gravesend, Miller, afterwards of same place, in copartnership with William Smith, having at same time a shop in Queen-street, Gravesend, all in Kent, trading as Alexander and Smith,

Millers and Bakers, then of No. 44, Farringdon-street, city, Confectioner and Pastry Cook, then of Melvern Cottages, Exeter-street, Kentish Town, Middlesex, Foreman to a Miller, then of No. 159, Bishopsgate-street without, Machinist's Clerk, Mealman, and Dealer in Flour, and next and late of No. 3, Cornwall Cottages, Henry-street, Vauxhall, Surrey, Machinist's Clerk, and occasionally dealing in Meal and Flour.

George Munnery, formerly of No. 3, Trafalgar-street, Walworth, Licensed Common Brewer, then of the Bricklayer's Arms, Westmoreland-road, Walworth, Licensed Beer Retailer, then of Field Cottages, James-street, Kennington, for part of the time selling Beer on Commission, and partly engaged in teaching the Art of Brewing, then of the Eagle, St. Mark's-road, Camberwell New-road, then of the Prince of Wales, Redcross-street, Southwark, Licensed Beer Retailer, then of No. 3, Moor-terrace, Park-road, New Peckham, out of business, and late of the Bath Brewery, James-street, Kennington, all in Surrey, Dealer in Ale and Porter, and occasionally acting as a Carman at the last named place.

Benjamin Chambers, formerly of No. 15, Holland-street, Blackfriars-road, and late of No. 7, Parker's Terrace, Neckinger-road, Bermondsey, having a Warehouse in Stoney-lane, Tooley-street, Southwark, all in Surrey, Seedsman.

Nicholas Bull Jay, sued as Nicholas B. Jay, as Nathaniel Jay, also as Nicholas Bull Jay, as Nicholas Jay, as Nicholas Ball Jay, as Mr. Jay, and committed as Nicholas B. Jay, late of No. 6, Grove Villas, New-road, Hammer-smith, in the county of Middlesex, Boarding and Lodging-house Keeper.

On Monday the 12th December, 1859, at Eleven o'Clock, before Mr. Chief Commissioner Law.

Archibald Steele, formerly of No. 17, then of No. 20, and of No. 16, all in Little Britain, City, and late of No. 20, Vincent-terrace, Islington, Middlesex, Boot and Shoe Maker and Lodging-house Keeper, carrying on business as a Boot and Shoe Maker, at No. 20, Little Britain aforesaid.

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 Assignees 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 Norfolk, holden at Norwich, on Friday the 9th day of December, 1859.

Elizabeth Maria Hamond, sued as Elizabeth Hammond, late in lodgings at Mrs. Tomlinson's, Bank-plain, in the city of Norwich, previously in lodgings at Mrs. Whites, Surrey-street, Norwich, in no business or employment, formerly in lodgings at Rev. David Llewelyn, Puddington, Devonshire, Private Teacher, before that in lodgings at Mr. Church's, Theatre-street, Norwich, in no business or employment, before that at Rev. Jeremiah Curties, of Shelton, in the county of Norfolk, Private Teacher, before that of Eggington, Bedfordshire, Private Teacher, before that in lodgings at Barnsbury-street, Islington, London, before that in lodgings in Boulton-row, Piccadilly, London, before that of Half Moon-street, Piccadilly, London, before that in lodgings at Mount-street, Grosvenor-square, London, before that in lodgings in Albert-street, Lower Grosvenor-place, Pimlico, London, before that in lodgings at No. 30, Grosvenor-street, London, before that in lodgings at the Grosvenor Hotel, Park-street, London, and during the last mentioned places in no business or employment, before that in lodgings at Brighton, in the county of Sussex, before that in lodgings at Rodney-terrace, Cheltenham, Gloucestershire, before that in lodgings in Porteus-terrace, Puddington aforesaid.

Before the Judge of the County Court of Somersetshire, holden at Taunton, on Monday the 12th day of December, 1859, at Nine o'Clock in the Forenoon precisely.

William Hughes, from 18th December, 1857, to 26th May, 1858, residing at No. 3, Rose-terrace, Conway, in the county of Carnarvon, North Wales, and during such time there carrying on the trade or business of a Plumber, Painter and Glazier, and from the 26th May, 1858, to 17th June, 1858, residing at Ilminster, in the county of Somerset, and there carrying on the trade or business of a Grocer, and General-shop Keeper, and from the last-mentioned time to the present being a prisoner in Taunton Gaol.

James Towill Knight, sued as James Towells Knight the elder, from March, 1855, to November, 1859, residing at Langport Eastover, otherwise Langport, in the county of Somerset, Auctioneer and Appraiser, and Local Agent, to the Agricultural Cattle Insurance Company, and from October, 1857, to February, 1858, carrying on business at Langport Eastover aforesaid, in partnership with his son James Towill Knight the younger, as Knight and Son, Auctioneers and Appraisers.

Before the Judge of the County Court of Monmouthshire, holden at Monmouth, on Monday the 12th day of December, 1859, at Two o'Clock in the Afternoon precisely.

William Morgan, formerly of the Carpenter's Arms, Pillgwenly, in the town of Newport, in the county of Monmouth, Retailer of Beer and Blacksmith, subsequently of the Market Boat Inn, Stow Hill, in the said town of Newport, Licensed Victualler, afterwards of the same place, Licensed Victualler and Blacksmith, and late of No. 3, Lewis-street, Pill-road, in the town of Newport aforesaid, Journeyman Blacksmith, in lodgings.

Before the Judge of the County Court of Yorkshire, holden at York, on Monday the 12th day of December, 1859.

John Nunn, late of the London Hotel, Lister-street, Bermondsey, Bradford, Yorkshire, Licensed Victualler, Dealer in Wines and Tobacco, theretofore of the same place, known as and then called the Bermondsey Hotel, Licensed Retailer of Beer and Tobacco, during part of the period having a Music Hall, open for singing, dancing, comic and sentimental entertainments, up to December, 1857, occasionally with his wife Annett Nunn, engaged and performing as Comedians on the West York Theatrical Circuit.

Elijah Rabjohn, sued as Elijah Rab John, late of No. 43, Allen-street, Sheffield, Yorkshire, Scissors Manufacturer, previously of Hampden-view, Walkley, near Sheffield aforesaid, Scissors and Table Knife Manufacturer, formerly of Furnace-hill, Sheffield aforesaid, Scissors Manufacturer.

Thomas Taylor, late of Ecclesfield, near Sheffield, previously of Rotherham, theretofore of Shambles-street, Barnsley, and formerly of Northgate, Wakefield, all in Yorkshire, at such named places employed as Police Constable for the West Riding County Police, previously of Salterbrook, near Penistone, Yorkshire, Labourer, theretofore of Lady-cross, Salterbrook aforesaid, Gamekeeper, and formerly of Salterbrook aforesaid, Farmer, Licensed Retailer of Ale, Beer, Porter, and Tobacco, occasionally Labourer.

Thomas Newton Blanshard, late in lodgings at No. 11, Fishergate, in the city of York, out of business, previously of No. 10, Church-street, theretofore of No. 10, Church-street, and also of No. 9, Fishergate, and formerly of No. 9, Fishergate, all in the city of York aforesaid, Carver, Gilder, Dealer in Prints, Pictures, Picture Frames, Looking Glasses, and Patent Mouldings.

George Berley, late of Heeley, near Sheffield, Yorkshire, Cutler, during part of his residence at Heeley aforesaid, working at Norfolk-lane, Arundel-street, and Websters Wheel, Burgess-street, all in Sheffield, Yorkshire, occasionally known as George Berley, the younger.

Charles Mountain, late of Overton, near Wakefield, Yorkshire, out of business, previously of the same place, Bricklayer, Stonemason, Builder, Excavator, Sub Contractor, Grocer, Provision Dealer, occasionally Dealing in Watches and Jewellery, and during part of the time Licensed Retailer of Ale, Beer, Porter, and Tobacco, previously of Middelton, near Wakefield aforesaid, Carter, Coal Dealer, Excavator, and Sub Contractor, and formerly of the Cow and Calf Sheep Fair, Wakefield aforesaid, Excavator, Sub Contractor, and Licensed Retailer of Ale, Beer, Porter, and Tobacco.

John Halstead, late of Waingate, Sheffield, Yorkshire, and previously of Midhope Stones, or Midhope, near Penistone, Yorkshire, out of business, previously of Midhope or Midhope Stones aforesaid, Fire-brick, Pipe, Tile, and Chimney-pot Manufacturer, and formerly of the same place carrying on the said business in co-partnership with William Williams, under the style or firm of Halstead and Williams, during the years 1857 and 1858, occupying a Farm at Langsett, near Penistone aforesaid, Farmer.

Isaac Deaken, late of No. 3, Nessgate, in the city of York, in lodgings, out of business, previously of Portlard-street, Infirmary-road, Sheffield, Yorkshire, theretofore of Hampden-view, near Sheffield aforesaid, Engraver and Earthenware Dealer, theretofore of Fore-street, Sheffield aforesaid, Engraver and Earthenware Dealer, theretofore of Gibraltar-street, Sheffield aforesaid, Engraver and Earthenware Dealer, theretofore of Tom-cross-lane, Sheffield aforesaid, Engraver and Earthenware Dealer, theretofore of Mexbro, near Doncaster, Yorkshire, Engraver, theretofore of West Bar, Sheffield aforesaid, Engraver and Earthenware Dealer, theretofore of Broad-lane, Sheffield aforesaid, Engraver and Earthenware Dealer, and theretofore of Pinfold-street, Sheffield aforesaid, Engraver and Earthenware Dealer.

George Wright, sued with Robert Wright, late of No. 4, Briggate, Leeds, Yorkshire, Boot and Shoe Maker, in co-partnership with Robert Wright, and carrying on business under the style or firm of Robert and George Wright.

Robert Wright, sued with George Wright, late of No. 4, Briggate, Leeds, Yorkshire, Boot and Shoe Maker, in co-partnership with George Wright, and carrying on business under the style or firm of Robert and George Wright.

Thomas Johnson sued and committed with John Dovener, committed as James Dovener, late of Pavement, in the city of York, and theretofore of No. 50, Arcadia-street, Manningham, near Bradford, Yorkshire, Journeyman Stonemason, previously of the same place in co-partnership with the said John Dovener, carrying on business there as Stonemasons, Builders, and Contractors, under

the style or firm of Johnson and Dovener, formerly of White Abbey, near Bradford aforesaid, Journeyman Stonemason, and theretofore of the same place in co-partnership with John Jennings, carrying on business there as Stonemasons, Builders and Contractors, under the style or firm of Johnson and Jennings.

John Dovener, committed as James Dovener, and sued and committed with Thomas Johnson, late of Pavement, in the city of York, and theretofore of No. 6, Church-street, Manningham, near Bradford, Yorkshire, Journeyman Stonemason, previously of the same place in co-partnership with the said Thomas Johnson, carrying on business there as Stonemasons, Builders, and Contractors, under the style or firm of Johnson and Dovener, formerly of Mulgrave-street, New Leeds, Bradford aforesaid, in co-partnership with the said Thomas Johnson, as aforesaid, and theretofore of the same place Journeyman Stonemason.

Before the Judge of the County Court of Bedfordshire, holden at Bedford, on the 14th day of December, 1859, at Eleven o'Clock in the Forenoon precisely.

Thomas Waller, now and for about eight weeks a Prisoner for Debt, in the County Gaol of Bedford, at Bedford, previously and for about two years of Shefford, in the county of Bedford, out of business, previously and for about two years of Shefford aforesaid, Baker and Confectioner.

Before the Judge of the County Court of Worcestershire, holden at Worcester, on Wednesday the 14th day of December, 1859.

James Deeley the Elder, sued and detained as James Deeley, late of Hay Green in the hamlet of Lye, Old Swinford, Worcestershire, previously of West Bromwich, Staffordshire, out of business, and formerly of Hay Green

aforesaid, Timber Dealer, and Dealer in Glass and Coffin Furniture.

William Day, late of Eekington, Worcestershire, Horse Dealer and Castrator.

N.B.—1. If any Creditor intends to oppose a prisoner's discharge notice of such intention must be given to the said Prisoner, in writing, which may be left at the Gaol two clear days before the day of hearing above mentioned, exclusive of Sunday, and exclusive both of the day of giving such notice and of the said day of hearing.

2. The petition and schedule will be produced by the proper Officer for inspection and examination at the Office of the Court in London, between the hours of Eleven and Three, on this notice being exhibited; and copies of the petition and schedule, or such part thereof as shall be required, will be provided by the proper Officer, according to the Act of 1st and 2nd Victoria, cap. 110, sec. 105.

N.B. Entrance to the Office in Portugal-street, Lincoln's-inn-fields.

3. The duplicates of the petitions and schedules, and all books, papers and writings filed therewith, will be produced by the Clerks or Assistant Clerks of the said County Courts, for inspection and examination, at the Offices of the said County Courts respectively, at the Towns aforesaid, and copies of the petition and schedule, or such part thereof as shall be required, will be provided according to sec. 106 of the Act

All Letters must be Post-paid.

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