



The London Gazette.

Published by Authority.

TUESDAY, NOVEMBER 20, 1860.

Foreign Office, November 17, 1860.

THE Queen has been pleased to approve of Mr. Antonio Mathé as Consul at Belize, for the Republic of Guatemala.

Foreign-Office, November 19, 1860.

The Queen has been pleased to approve of Mr. Graham Gilmour as Consul at Glasgow for the Argentine Confederation.

St. James's Palace, November 15, 1860.

The Queen has been pleased, on the nomination of the Right Honourable Lord Foley, to appoint Francis Charteris Wemyss, Esq., Lieutenant Royal Wiltshire Militia, one of Her Majesty's Honourable Corps of Gentlemen at Arms, vice Francis Wheatley, Esq., resigned.

Crown Office, November 17, 1860.

The name of the Peer of Scotland elected and chosen to sit and vote in the House of Peers, in this present Parliament of the United Kingdom, in the room of David Earl of Leven and Melville, deceased, is

The Lord Rollo.

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

I do hereby give notice, that the death of Admiral Sir Charles Napier, K.C.B., late a Member serving in this present Parliament for the borough of Southwark, hath been certified to me

in writing, under the hands of two Members serving in this present Parliament, and that I shall issue my warrant to the Clerk of the Crown to make out a new writ for the electing of a Member to serve in this present Parliament for the said borough of Southwark, at the end of fourteen days after the insertion of this notice in the London Gazette.

Given under my hand this eighteenth day of November, 1860.

JOHN EVELYN DENISON, Speaker.

*Board of Trade, Whitehall,
November 15, 1860.*

THE Right Honourable the Lords of the Committee of Privy Council for Trade have received from the Secretary of State for Foreign Affairs, a copy of a despatch from Her Majesty's Minister in Japan, transmitting a copy of the following Port Regulations for the Port of Kanagawa, which have been issued by him in accordance with Articles IV. and V. of the Order in Council of the 23rd January, 1860.

I. The limits of the Port of Kanagawa, are How-mok or Treaty Point and Senosaki, and no ships shall take in or discharge cargo outside these limits.

II. Captains of British ships shall not be allowed to throw ballast overboard but must discharge it in boats or throw it overboard in a place pointed out to them by a Custom House Officer.

III. Captains of British ships shall hoist their national flag on nearing the harbour.

IV. Captains of British ships shall not be allowed to land with their ships' boats, if containing cargo, at other places than at Halko-bat, at Yokohama or Kojas in the new Foreign location.

V. Captains of British ships shall not be allowed to fire guns in harbour without necessity.

VI. Until further notice from Her Britannic Majesty's Consul no sailor shall be allowed to land without his special permission.

VII. Any infraction of these regulations will entail penalties of fine and imprisonment not exceeding \$500 in the one case, or three months imprisonment in the other, under the Queen's Order in Council of 23rd January, 1860.

*War-Office, Pall-Mall,
20th November, 1860.*

UNATTACHED.

To be Captains without purchase.

Lieutenant Robert Montresor Rogers, from the 44th Foot. Dated 20th November, 1860.

Lieutenant Nathaniel Burslem, from the 67th Foot. Dated 20th November, 1860.

100th Foot, Ensign John Worthy Chaplin, from the 67th Foot, to be Lieutenant without purchase, vice Bleazby appointed to the 90th Foot. Dated 20th November, 1860.

*War-Office, Pall-Mall,
20th November, 1860.*

NOTICE.

The next examination of candidates for admission to Sandhurst, will be held during the week which commences 17th December, 1860.

Commission signed by the Queen.

Renfrewshire Rifle Volunteers.

1st Battalion.

George Barrington Godbold, Esq., late Captain 4th Middlesex Militia, to be Adjutant. Dated 1st September, 1860.

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

Edmund Peck, Esq., to be Deputy Lieutenant. Dated 9th November, 1860.

William Jones, Esq., to be Deputy Lieutenant. Dated 9th November, 1860.

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

The Earl of Euston to be Deputy Lieutenant. Dated 7th November, 1860.

The Earl Jermyn to be Deputy Lieutenant. Dated 8th November, 1860.

Edward Thomas Lord Thurlow to be Deputy Lieutenant. Dated 9th November, 1860.

Sir Edward Clarence Kerrison, Bart., to be Deputy Lieutenant. Dated 10th November, 1860.

Sir Charles James Fox Bunbury, Bart., to be Deputy Lieutenant. Dated 12th November, 1860.

Sir George Nathaniel Broke Middleton, Bart., to be Deputy Lieutenant. Dated 13th November, 1860.

Edward Leathes, Esq., to be Deputy Lieutenant. Dated 14th November, 1860.

MEMORANDUM.

The name of the Right Honourable John Major Henniker, gazetted as Lieutenant in the 10th Suffolk Rifle Volunteer Corps, ought to be *John Major Henniker Major*, instead of *John Major Henniker* only.

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

39th Middlesex Rifle Volunteer Corps.

William Hislop to be Lieutenant. Dated 18th October, 1860.

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

Prince Albert's Own Leicestershire Yeomanry Cavalry.

Captain George Augustus Frederick Louis Viscount Curzon to be Lieutenant-Colonel vice Lord Howe, promoted. Dated 15th November, 1860.

Cornet the Honourable Charles Powys to be Supernumerary Lieutenant-Colonel. Dated 17th November, 1860.

Captain John Bainbrigge Story to be Major, vice Farnham, resigned. Dated 17th November, 1860.

Captain Lieutenant Richard Pretymen Apthorp to be Captain, vice Keck, deceased. Dated 21st May, 1860.

Cornet Henry Townsend Boulton to be Captain, vice Curzon, promoted. Dated 17th November, 1860.

Supernumerary Cornet Thomas Henry Farquhar to be Cornet, vice Powys, promoted. Dated 26th June, 1860.

Henry Weysford Charles Plantagenet Marquis of Hastings to be Cornet, vice Boulton, promoted. Dated 17th November, 1860.

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

Royal Cumberland Regiment of Militia.

The Honourable Jocelyn Francis Pennington to be Captain, vice Beetham, removed from the strength of the Regiment. Dated 7th November, 1860.

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

Renfrewshire Rifle Volunteers.

3rd Administrative Battalion (4th Corps).

Ensign John Petrie to be Lieutenant, vice Jassie, resigned. Dated 15th November, 1860.

John Guy, Gent., to be Ensign, vice Petrie, promoted. Dated 15th November, 1860.

MEMORANDUM.

George Barrington Godbold, Adjutant, to serve with the rank of Captain.

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

7th Monmouthshire Rifle Volunteer Corps.

William Williams Morgan, Gent., to be Surgeon. Dated 17th November, 1860.

8th Monmouthshire Rifle Volunteer Corps.

George Relf Greenhow Relf, Esq., to be Captain, vice Butler, resigned. Dated 14th November, 1860.

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

1st Surrey Mounted Rifle Volunteers.

The Reverend Wentworth Bowyer to be Honorary Chaplain. Dated 16th November, 1860.

MEMORANDUM.

The Queen has been graciously pleased to accept the resignation, by Lieutenant Granville Leveson Gower, of the Commission held by him in the 17th Company of Surrey Rifle Volunteers.

*Commissions signed by the Lord Lieutenant of the County of Lanark.**3rd Lanarkshire Rifle Volunteer Corps.*

Lieutenant William Cochran to be Captain, vice David Dreghorn, promoted. Dated 15th November, 1860.

Lieutenant William Wakefield to be Captain. Dated 16th November, 1860.

Ensign Alexander Miller, jun., to be Lieutenant, vice William Wakefield, promoted. Dated 14th November, 1860.

John Granger, Gent., to be Lieutenant, vice William Cochran, promoted. Dated 15th November, 1860.

Henry Herbert Carr, Gent., to be Lieutenant. Dated 16th November, 1860.

Charles Wakefield, Gent., to be Ensign, vice Alexander Miller, jun., promoted. Dated 14th November, 1860.

Andrew Mactear, Gent., to be Ensign, vice William Mactear, resigned. Dated 15th November, 1860.

Daniel Fleming, Gent., to be Ensign. Dated 16th November, 1860.

19th Lanarkshire Rifle Volunteer Corps.

Ensign Robert Pirrie to be Captain, vice Alexander Ainsworth Abercromby, resigned. Dated 16th November, 1860.

*Commissions signed by the Lord Lieutenant of the Tower Hamlets.**8th Tower Hamlets Rifle Volunteers.*

Charles Hampden Wigram, Esq., lately a Lieutenant in the 2nd Tower Hamlets Rifle Volunteers, to be Captain. Dated 7th November, 1860.

Thomas Henry Sheppy, Esq., to be Lieutenant. Dated 7th November, 1860.

James George Clark, Gent., to be Ensign. Dated 7th November, 1860.

Robert Gordon Tatham, Esq., to be Honorary Assistant-Surgeon. Dated 7th November, 1860.

MEMORANDUM.

2nd Tower Hamlets Rifle Volunteers.

Her Majesty has been graciously pleased to accept the resignation of the Commission held by Lieutenant Charles Hampden Wigram. Dated 7th November, 1860.

*Commissions signed by the Vice-Lieutenant of the East Riding of the County of York, and the Borough of Kingston-upon-Hull.**East York Rifle Volunteers.**10th Company.*

William Raines, Esq., to be Captain. Dated 8th November, 1860.

Arthur Iveson, Esq., to be Lieutenant. Dated 8th November, 1860.

Robert Charles Metcalfe, Esq., to be Ensign. Dated 8th November, 1860.

*Commissions signed by the Vice Lieutenant of the County of Perth.**Regiment of Royal Perthshire Rifle Militia.*

Lieutenant Oliver H. Minchin to be Captain. Dated 13th November, 1860.

James McGibbon Burn Murdoch, Esq., to be Captain. Dated 13th November, 1860.

John Wedderburn Ogilvy, Esq., to be Lieutenant. Dated 13th November, 1860.

*Commissions signed by the Lord Lieutenant of the County Palatine of Chester.**2nd Regiment of Royal Cheshire Militia.*

Lieutenant Edward Reddish to be Captain. Dated 25th October, 1860.

Ensign William John St. Aubyn to be Lieutenant, vice Reddish promoted.

1st Brigade of Cheshire Artillery Volunteers.

Colonel John Lloyd, C.B., to be Lieutenant-Colonel. Dated 20th October, 1860.

1st Battalion of Cheshire Rifle Volunteers.

Captain Vincent Ashfield King to be Lieutenant-Colonel. Dated 25th October, 1860.

2nd Battalion of Cheshire Rifle Volunteers.

Captain Richard Brooke to be Lieutenant-Colonel. Dated 30th October, 1860.

3rd Battalion of Cheshire Rifle Volunteers.

Captain Thomas William Tatton to be Lieutenant-Colonel. Dated 1st November, 1860.

4th Battalion of Cheshire Rifle Volunteers.

Captain Francis Dukinfield Palmer Astley to be Lieutenant-Colonel. Dated 5th November, 1860.

5th Battalion of Cheshire Rifle Volunteers.

Captain Sir Charles Watkin Shakerley, Bart., to be Lieutenant-Colonel. Dated 15th November, 1860.

13th Company of Cheshire Rifle Volunteers.

Lieutenant Charles James Ashton to be Captain, vice Astley. Dated 5th November, 1860.

Ensign Thomas Bazley Hall to be Lieutenant, vice Ashton, promoted. Dated 5th November, 1860.

George Edward Hyde, Gent., to be Ensign, vice Hall, promoted. Dated 5th November, 1860.

MEMORANDA.

3rd Cheshire Artillery Volunteer Corps.

Her Majesty has been graciously pleased to accept the resignation of the Commission held by Captain Francis William Reynolds.

9th Cheshire Rifle Volunteer Corps.

Her Majesty has been graciously pleased to accept the resignation of the Commission held by Captain Alfred Kershaw Sidebottom.

*Commissions signed by the Lord Lieutenant of the County of Stirling.**90th or Stirlingshire, &c., Highland Borderers Light Infantry Regiment of British Militia.*

Allan John Colquhoun, Esq., late Captain in the Forfarshire Militia, to be Captain, vice James Colquhoun, Esq., resigned. Dated 10th November, 1860.

Ensign Arthur Fawkes to be Lieutenant, vice Macalister, promoted. Dated 10th November, 1860.

John Carmichael, Gent., to be Ensign, vice Fawkes, promoted. Dated 15th November, 1860.

10th Company, Stirlingshire Volunteer Rifle Corps.

Andrew Hutton, Junior, Gent., to be Ensign. Dated 10th November, 1860.

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

4th Hertfordshire Rifle Volunteers.

The Right Honourable John William Spencer Brownlow Egerton, Earl Brownlow, to be Captain, vice Captain William Purey Cust, promoted. Dated 12th November, 1860.

The Honourable Adalbert Wellington Cust, to be Lieutenant, vice Earl Brownlow, promoted. Dated 12th November, 1860.

7th Hertfordshire Rifle Volunteers.

Lieutenant Brice Hugh Pearse to be Captain, vice Arthur Tower, resigned. Dated 16th November, 1860.

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

Warwickshire Militia.

1st Regiment.

Oswald Augustus Grimston, Esq., late Captain 19th Regiment of Foot, to be 2nd Major, vice Wise, promoted. Dated 15th November, 1860. Ensign Herbert Harrington Roberts to be Lieutenant, vice Norton, resigned. Dated 15th November, 1860.

Her Majesty has been graciously pleased to accept the resignations of the Commissions held by Captain Henry S. Bowes Watson and Lieutenant John Joseph Coppinger.

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

City of Edinburgh Rifle Volunteer Corps.

William Mann, Esq., to be Captain. Dated 8th November, 1860.

Thomas Barrowman Douglas to be Lieutenant. Dated 8th November, 1860.

Edmund Mann to be Ensign. Dated 8th November, 1860.

MEMORANDUM.

Her Majesty has been graciously pleased to accept the resignation of the Commission held by Captain John Maitland, in the city of Edinburgh Rifle Volunteer Corps.

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

City of Bristol Rifle Volunteer Corps.

The Reverend Henry George Walsh, M.A., to be Honorary Chaplain. Dated 12th November, 1860.

1st Gloucestershire Rifle Volunteer Corps.

Henry Livett, Gent., to be Ensign, vice King, resigned. Dated 14th November, 1860.

3rd Gloucestershire Rifle Volunteer Corps.

The Reverend Charles Yonge Crawley, M.A., to be Honorary Chaplain. Dated 14th November, 1860.

7th Gloucestershire Rifle Volunteer Corps.

The Reverend Edward Walker to be Honorary Chaplain. Dated 13th November, 1860.

MEMORANDUM.

Her Majesty has been graciously pleased to accept the resignation of the Commissions held by

the Reverend Edward Walker, as Honorary Chaplain in the 2nd Battalion of Gloucestershire Rifle Volunteers. And by the Reverend George Alexander Magrath Little, as Honorary Chaplain in the 11th Gloucestershire Rifle Volunteer Corps.

[The following appointment is substituted for that which appeared in the Gazette of the 9th November instant.]

Commission signed by Her Majesty's Commissioners of Lieutenancy for the City of London.

London Rifle Volunteer Brigade.

Lieutenant George Dollond to be Captain. Dated 5th November, 1860.

MEMORANDUM.

3rd Forfarshire Rifle Volunteer Corps.

The name of the Ensign appointed to this corps is Patrick Thom Thomson, and not Patrick Thorn Thomson, as stated in the Gazette of 2nd November last.

MEMORANDUM.

15th Lancashire Artillery Volunteers.

Her Majesty has been graciously pleased to accept the resignation of the Commission held by Captain Richard Watt in this Corps.

17th Norfolk Rifle Volunteer Corps.

The Commissions of Captain William Charles James Campbell, Lieutenant John de Courcey Hamilton, Ensign Charles Woolley Preedy, Honorary Assistant-Surgeon Rowland Flockton, and Honorary Chaplain The Reverend Henry Hugh Bridgwater, have been ante-dated to 27th August, 1860, by order of the Lord Lieutenant.

Preston Union.

NOTICE is hereby given, that a separate building, named the Baptist Chapel, situate in Fishergate, Preston, in the parish of 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 15th day of November, 1860, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. IV., cap. 85.

Witness my hand this 16th November, 1860.

Jos. Thackeray, Superintendent Registrar,
- Preston Union.

NOTICE is hereby given, that a separate building, named the English Baptist Chapel, situated at Church-street, Tredegar, in the parish of Bedwellty, in the county of Monmouth, in the district of Abergavenny, being a building certified according to law as a place of religious worship, was, on the 7th day of November, 1860, duly registered for solemnizing marriages therein, pursuant to the Act 6th and 7th Wm. IV., cap. 85.

Witness my hand this 9th day of November, 1860.

Wm. F. Batt, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named Stansfield Independent Chapel, situate at Stansfield, in the parish of Stansfield, in the county of Suffolk, in the district of Risbridge Union, being a building certified according to law as a place of religious worship, was, on the 9th day of May, 1860,

duly registered for solemnizing marriages therein, pursuant to the Act of the 6th and 7th Wm. IV., cap. 85.

Witness my hand this 14th day of November, 1860.

John H. Jardine, Superintendent Registrar.

Registrar of Friendly Societies in England.

NOTICE is hereby given, that an agreement authorized by 18 and 19 Vict., cap. 63, sec. 13, for the dissolution of a Friendly Society called the United Brethren Society, held at the Bell and Crown Inn, Poole, in the county of Dorset, was transmitted to the Registrar of Friendly Societies in England, on the 14th day of November, 1860.

John Tidd Pratt, Registrar of Friendly Societies in England.

London, 14th day of November, 1860.

Registrar of Friendly Societies in England.

NOTICE is hereby given, that an agreement authorized by 18 and 19 Vict., cap. 63, sec. 13, for the dissolution of a Friendly Society, called the Strumpshaw Goat Friendly Society, held at Strumpshaw, in the county of Norfolk, was transmitted to the Registrar of Friendly Societies in England, on the 18th day of November, 1860.

John Tidd Pratt, Registrar of Friendly Societies in England.

London, 14th day of November, 1860.

London, 19th November, 1860.

To the Holders of New South Wales Debentures.

THE New South Wales Government hereby give notice, that the following Debentures will fall due next year, and will be payable at the offices of their Financial Agents, the Oriental Bank Corporation, in Threadneedle-street, on the day specified below; and the said Government hereby also notify, that after six months from this date, no further interest will accrue on the said Debentures. Railway Stock due 4th February, 1861, amounting to £19,000.

The New South Wales Government by their Agents, the Oriental Bank Corporation.

Charles F. Small, Chief Manager.

In Parliament.—Session 1861.

The Wigan Gas Meter and Fitting Company.

(Incorporation of Company; Construction of Gas Works; Supply of Gas; Contracts and Agreements with Public Bodies; Purchase of existing Gas Works; Creation of Rates and Charges; 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 purposes hereinafter mentioned, or some of them, and to confer upon the Wigan Gas Meter and Fitting Company, established under a deed of settlement dated the 18th day of February, 1855, and incorporated under the provisions of an Act passed in the 7th and 8th years of the reign of Her present Majesty, intituled "An Act for the Registration, Incorporation, and Regulation of Joint Stock Companies," and registered under "The Joint Stock Companies Acts, 1856 and 1857," (hereinafter called the Company), all or some of the following powers; that is to say:—

To light with Gas the borough of Wigan and the several parishes, townships, and places following; that is to say:—Wigan, Aspull, Haigh, Hindley, Abram, Ince-within-Mackerfield, Pemberton, Orrell, Upholland, Winstanley, Billinge Higher End, Billinge Chapel End, Standish-with-Langtree, Shevington, and Ashton-in-Mackerfield, and the several parishes and places adjoining the said borough, and the parishes, townships, and places aforesaid, all in the County Palatine of Lancaster.

To erect and provide buildings, apparatus, gasometers, and works, on the lands now belonging to or agreed to be purchased by the Company, and situate on and contiguous to the easterly side of Chapel Lane, within the said borough, and commonly called or known as the Jolly Crofts or Gas Field, which said land is bounded on the northerly side in part by land belonging to the Wigan Gas Light Company, and in other part by land now or late belonging to the Rev. Benjamin Powell; on the easterly side by the River Douglas, on the southerly side by the Lancashire and Yorkshire Railway, and on the westerly side in part by Chapel Lane aforesaid, and in other part by land belonging to the Wigan Gas Light Company, together with such roads, approaches, and conveniences connected therewith, upon or over the adjoining lands as may be necessary or required.

To manufacture, sell, and dispose of the coke, residuum, and products arising from such manufacture, and to supply gas for public and private purposes within the limits of the said borough, and the several parishes, townships, and places aforesaid.

To lay down and maintain, and from time to time to renew mains, pipes, and other apparatus and works in or under the several turnpike and other roads, highways, streets, lanes, passages, and places within the limits of the said borough and parishes, townships, and places aforesaid, and for such purposes to open, break up, cross, and divert, turnpike and other roads, highways, streets, lanes, passages, watercourses, and other places within those limits.

To hold, purchase by agreement, and take on lease, or in fee simple, lands, houses, and other property.

To alter, enlarge, amend, or annul the said deed of settlement, and to incorporate the Company by the provisions of the intended Act, under its present or some other name; and to alter, increase, and regulate the share capital and borrowing powers of the Company, and confer on the Company further powers of borrowing on mortgage or bonds, and otherwise to regulate the management and affairs of the Company, or to alter existing arrangements relating thereto.

To levy and collect rates or rents for the supply of gas, and for the use of meters, lamps, and other apparatus; to confer, vary, or extinguish exemptions from payment of rates or rents; and to confer, vary, and extinguish other rights and privileges; and to confer upon the Company all necessary powers and authorities for the purposes of the said Act; and to authorize and empower the Company to enter into contracts for the purchase or supply of gas and gas meters, lamps, and other apparatus and fittings, with all corporations, public bodies, commissioners, companies, or persons; and to enable the Company to carry on all the business of a Gas Light and Coke Company within the limits aforesaid, in addition to the business of a Gas Meter and Fitting Company, which they are authorized to carry on under their said deed of settlement.

To hold, purchase by agreement, or take on lease, the property, works, and undertaking of the Wigan Gas Light Company, and to continue, main-

tain, and improve such works, and to vest in the Company the powers, manufactory, gas works, buildings, pipes, plant, and undertaking of the said Wigan Gas Light Company, and to enable such last-mentioned Company to sell their said powers, rights, property, and undertaking, or to grant a lease of their works and undertaking to the Company upon such terms as shall be mutually agreed upon, and if necessary, to dissolve and wind up the affairs of the said Wigan Gas Light Company, or to amalgamate such Companies upon such terms and conditions as shall be mutually agreed on; and so far as may be necessary for all or any of the purposes aforesaid, to alter and amend some of the powers and provisions of an Act passed in the third year of the reign of His Majesty King George IV., intituled "An Act for Lighting with Gas the Town and Borough of Wigan, in the County Palatine of Lancaster," or to repeal such Act.

And it is proposed to incorporate in the intended Act all or some of the powers contained in "The Companies Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" and "The Gas Works Clauses Act, 1847."

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 7th day of November, 1860.

Ralph Darlington, Solicitor, Wigan.

Wyatt and Co., Parliamentary Agents,
Westminster.

Saint George's Harbour.

(Compulsory Powers for Purchase of Land, Lease, or Sale of Railway to the London and North Western Railway Company; Regulation, Alteration, and Confirmation of Capital; Tolls in respect of and Sale or Lease of the Pier or Breakwater; Amendment of Acts.)

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

To revive certain of the compulsory powers contained in the Acts of the Saint George's Harbour Company, hereinafter mentioned; and to authorize the said Company to purchase, and take by compulsion or agreement, the Lands and Houses following, or some of them (that is to say):—certain lands on and along the shore of the river Conway, in the parish of Llan Rhos, otherwise Egly's Rhos, in the county of Carnarvon, now occupied by the said Saint George's Harbour Company, and forming a portion of the site of their Railway between its junction with the Chester and Holyhead Railway and the garden of Dygunwy House; certain other lands also in the said parish, and forming part of the site of the said railway, and of which John Lloyd Jones, Esquire, is now, or lately was, the lessee; certain other lands, also in the said Parish, and also forming a portion of the site of the said Railway, and which lie between the town of Llandudno, in the said county, and the most northerly part of the lands lately belonging to the said John Lloyd Jones, Esquire, and now forming part of the site of the said railway; and certain other lands, in the parish of Llandudno, aforesaid, and upon which the approach to the pier or breakwater hereinafter mentioned at Llandudno, aforesaid, has been made; and to vary or extinguish any rights or privileges connected with the said lands.

To authorize the Saint George's Harbour Company to sell or lease to the London and North

Western Railway Company, the railway undertaking of the said Company, as authorized, in virtue of "The Saint George's Harbour Act, 1853," and "The Saint George's Harbour Act Amendment, 1855," and to enable the said London and North Western Railway Company to accept of such purchase or lease, upon such terms and conditions as may be mutually agreed upon between the said Companies, or as may be fixed and determined in or by or under the provisions of the said intended Act, and to vest in the said railway company, upon the completion of such purchase, or during the continuance of such lease, all the powers, privileges, and authorities conferred upon or belonging to the said Saint George's Harbour Company, in respect of the said railway, whether with reference to the levying of tolls, rates, and charges, or otherwise, howsoever.

To enable the London and North Western Railway Company to raise additional capital, for the purposes aforesaid, either by the creation of new shares or stock, with such privilege or priority in the payment of interest or dividends as may be agreed upon, or by the issue with such privilege or preference, as aforesaid, of a competent part of their authorized capital, in shares or stock.

To fix, regulate, and determine the capital, in shares or stock, and the borrowing powers of the Saint George's Harbour Company, and to reduce the amount which that Company is now authorized to raise by those means; to confirm the Acts of the Company in relation thereto; and to empower the conversion of a further portion of their shares into preference shares, and to authorize the conversion of the existing mortgage debt, or any additional mortgage debt that may be sanctioned by the said intended Act, into a perpetual or a redeemable debenture stock.

To revive, extend, and amend the powers of the said Saint George's Harbour Company, for levying tolls, rates, or dues in respect of the pier or breakwater, authorized by the said Acts; and to enable that Company to sell or lease the said pier or breakwater to such person or persons as may desire to purchase or to take a lease of the same.

To amend, alter, and enlarge "The Saint George's Harbour Act, 1853," and "The Saint 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 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., caps. 130 and 131; 22 and 23 Vic., caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vic., caps. 77 and 79.

And Notice is hereby further given, that duplicate plans of the lands and houses, in respect of which the compulsory powers are intended to be revived or conferred, together with a book of reference to such plans; and a copy of this notice, as published in the London Gazette, will, on or before the thirtieth day of November instant, be deposited with the Clerk of the Peace for the

county of Carnarvon, at his office, in Carnarvon; and on or before the said thirtieth day of November, a copy of so much of the said plans and books of reference as relates to each of the said parishes in which the said lands are situate, and a copy of the said Gazette notice will be deposited with the Parish Clerk of such parish, at his place of abode.

And before the twenty-third 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 8th day of November, 1860.

Hume and Bird, Solicitors for the Bill,
10, Great James-street, Bedford-row.

Pritt, Sherwood, Venables, Grubbe, and Jones, 7, Great George-street, Westminster, Parliamentary Agents.

Liverpool Improvement.

(Power to Corporation to make new, and widen existing Streets; to levy Rates, and borrow and apply Money; Amendment of Acts.)

NOTICE is hereby given, that application will be made to Parliament in the next session, for an Act to enable the mayor, aldermen, and burgesses of the borough of Liverpool, hereinafter called the Corporation, to effect all or some of the following objects and purposes (that is to say):

To make a new road or street in the township and parish of West Derby, in the county of Lancaster, commencing on the north side of Smith-down-lane, and terminating on the south side of West Derby-road, near its junction with Belmont-road, and for the purposes of the said new road or street, it is proposed to widen and alter, or otherwise to interfere with, temporarily or permanently, the line and levels, and to appropriate parts of the following streets or roads within the said township and parish; that is to say: Tunnel-road and Rake-lane.

To make a new road or street in the township of Kirkdale, in the parish of Walton-on-the-Hill, in the said county of Lancaster, commencing on the north side of Kirkdale-road, near its junction with Great Mersey-street, and terminating in Bootle-lane, at or near the boundary stone between the townships of Kirkdale and Bootle; and for the purposes of the said last-mentioned new road or street, it is proposed to widen and alter, or otherwise to interfere with, temporarily or permanently, the line and levels, and to appropriate parts of the following streets or roads within the said township and parish; that is to say: Smith-street, Whittle-street, Dingle-lane, Sessions-road, and Whitfield-lane, and also to alter and extend, for a distance of 60 feet, or thereabouts, eastwards, the bridge across the Lancashire and Yorkshire Railway, near the station of that railway in Bootle-lane aforesaid.

To widen or alter an existing street or road in the borough of Liverpool, called Gore-street North, from its junction with Scotland-road, in the township and parish of Liverpool, to its junction with Rake-lane, in the township of Kirkdale, in the parish of Walton-on-the-Hill, all in the county of Lancaster.

And also to alter an existing street or road in the last-named township and parish, being a continuation of Gore-street North, from the commencement of such existing street or road at the north side of Rake-lane aforesaid, to a point opposite, or nearly so, to the north end of Blackfield-terrace.

To widen or alter an existing street or road in the township and parish of Liverpool, in the county of Lancaster, called Hatton-garden, from the northerly end of the Fire-police Station to the junction of the said street or road with Tithe-barn-street.

To widen or alter an existing street or road in the township and parish of Liverpool, called Park-lane, from its junction with Canning-place to the point at which the said street or road called Park-lane is joined by Sparling-street.

To widen or alter an existing street or road in the township and parish of Liverpool, called Lime-kiln-lane, from its junction with a street called Bevington-bush to its junction with a street called Bevington-street.

To widen or alter an existing street or road, in the township and parish of Liverpool, called Water-street, from its junction with a street or road called George's Dock Gates, to the point at which the said street or road, called Water-street, is joined by Prison Weint.

To purchase, by compulsion or agreement, lands and houses for the purposes of the intended Act.

To stop up, alter, or divert, temporarily or permanently, all streets, highways, and places, bridges, sewers, mains, and pipes, which it may be necessary or convenient to stop up, alter, or divert, in the execution, or for the purposes of the intended Act, and to alter, vary, or extinguish all existing rights and privileges connected with the lands, houses, and property to be purchased or taken under the authority of the intended Act, or which would in any manner impede or interfere with the several objects and purposes aforesaid, or any of them, and to confer other rights and privileges.

To make, levy, and recover rates and assessments upon and from the owners and occupiers of property within the said borough, for the purposes of the said intended Act: and to grant exemptions from the payment thereof, and to borrow money for such purposes, upon the credit of the said rates and assessments, and if the Corporation shall think fit, of the borough fund of the said borough, and of the estates and property of the said mayor, aldermen, and burgesses, and to apply such part of their corporate funds as they may think fit for the purposes of the intended Act, and for the purposes aforesaid, or some of them, it is proposed by the said intended Act to alter, amend, extend, and enlarge some of the powers and provisions of the several Acts following, or either of them; that is to say: the Local and Personal Acts 9th and 10th Victoria, cap. 127; 17th Victoria, cap. 15.

And notice is hereby further given, that plans, showing the lands, houses, and property proposed to be purchased, taken, or acquired, under the authority of the said intended Act, and the line or course of the said intended new and widened streets, together with sections of the said intended new and widened streets, and a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November in the present year, be deposited with the Clerk of the Peace for the county of Lancaster, at his office, in Preston, in the said county, and that copies of so much of the said plans, sections, and book of reference, as relates to the several parishes in which the proposed works are to be made, together with a copy of this notice, as published in the London Gazette, will, on or before the said 30th day of November, be deposited with the parish clerks of such parishes respectively, at their respective places of abode.

And notice is hereby further given, that printed copies of the proposed Act will be deposited in the

Private Bill Office of the House of Commons before the 23rd day of December, in the present year.

Dated this 12th day of November, 1860.

Wm Shuttleworth, Town Clerk, Liverpool.

Forest of Dean and Monmouth Junction Railway.

(Incorporation of Company; Power to Construct a Railway from the Forest of Dean Central Railway at Brandicks Green to the Coleford, Monmouth, Usk, and Pontypool Railway at May Hill, near Monmouth; Power to use Lines and Stations of the Coleford, Monmouth, Usk, and Pontypool Railway Company, the Forest of Dean Central Railway Company, the South Wales Railway Company, and the Gloucester and Dean Forest Railway Company; Arrangements with those Companies; Amendment of Acts.)

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

To make and maintain the following railway, with all proper viaducts, tunnels, bridges, stations, warehouses, sidings, landings, places, approaches, and conveniences (that is to say):—

A railway commencing by a junction with the Forest of Dean Central Railway, now in course of construction in the township of West Dean, in the county of Gloucester, in a certain part of the Forest of Dean, in the said township, called Brandicks Green, at or about five miles from the junction of the said Forest of Dean Railway with the South Wales Railway, terminating by a junction with the Coleford, Monmouth, Usk, and Pontypool Railway near May Hill, in the parish of Dixon, Staunton, and Newland, some or one of them, 70 yards or thereabouts on the eastern side of a point in the turnpike road leading from Chepstow to Monmouth, near the town of Monmouth, and in the county of Monmouth, where the said Coleford, Monmouth, Usk, and Pontypool Railway intersects the said road, and passing from, in, through, or into the several parishes, townships, and extra-parochial places of Moseley Green, Brandicks Green, Phelps Meadow, Parkend, Whitmead Park, Bromley Hill, Oakwood, Bream, Saint Briavels, Hanwell, Clement's End, Warpool, Clearwell, Scatterford, Newland, Coleford, The Glyn, Lower Redbrook, Upper Redbrook, Lords Grove, Staunton, West Dean, the Hundred of Saint Briavels, and The Forest of Dean, or some or one of them, in the county of Gloucester and Monmouth, May Hill, Penalt, Dixon, Dixon Hadnock, Upper Redbrook, Hadnock, and Wyesham, or some or one of them, in the county of Monmouth.

For the purposes of the said railway and works to cross, alter, divert, or stop up, whether temporarily or permanently, all roads, streets, paths, sewers, waters, streams, navigations, aqueducts, rivers, railways, and tramroads, within the said parishes, townships, and extra-parochial places aforesaid.

To enable Her Majesty or Her Majesty's Commissioners of Woods, Forests, Land Revenues, Works, and Buildings, to sell and convey, or grant a lease or leases, to the Company to be incorporated by the said intended Act, of such parts of the said Forest of Dean as may be required for making and maintaining the said railway and works; and also to enable the said Commissioners to advance money on the security of the said intended railway and works, or of the tolls, rates, and duties hereinafter mentioned.

To incorporate a Company for carrying into effect the proposed works, and to enable the said Company to purchase lands, tenements, and hereditaments, by compulsion or agreement, and to vary or extinguish all rights and privileges connected with the hereditaments to be taken, or which would interfere with the construction, maintenance, or use of the said intended railway and works, and to levy tolls, rates, and duties in respect of the said railway and works, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties.

To give to the said intended Company, or to any other Company or person lawfully using the said intended Railway, power to run and pass over with their own engines and carriages, or with the engines and carriages of such other Company or person, the following lines of railway, with all stations and conveniences thereon (that is to say),—

The whole of the Coleford, Monmouth, Usk, and Pontypool Railway.

The whole of the Forest of Dean Central Railway.

The portion of the South Wales Railway which lies between the junction of the said Forest of Dean Central Railway therewith and the junction of the said South Wales Railway with the Gloucester and Dean Forest Railway.

The whole of the Gloucester and Dean Forest Railway and Branch to the Gloucester Docks; and to fix and determine the amount of rate, toll, or charge which shall be paid by the said intended Company, for the use by them of the before-mentioned railways, stations, and conveniences; and to alter and limit the tolls, rates, and charges authorized to be levied and demanded by the before-mentioned Companies, or either of them, for the use of the said railways, stations, and conveniences.

To enable the said intended Company and the said Coleford, Monmouth, Usk, and Pontypool Railway Company, the Forest of Dean Central Railway Company, the South Wales Railway Company, and Gloucester and Dean Forest Railway Company, or any of them, to enter into and effect contracts and arrangements with reference to the working and using the said intended railway and works; the regulation and management of the traffic thereon, or any part thereof; the supply of locomotive and other stock, and the division, apportionment, distribution, and appropriation of the tolls, rates, and duties arising from such traffic between the contracting Companies; and to enable the said intended Company to enter into arrangements with any other Companies or persons touching all or any of the matters aforesaid, and also powers to vary or extinguish all such rights or privileges as could or might interfere with the objects aforesaid.

To enable the Coleford, Monmouth, Usk, and Pontypool Railway Company, the Forest of Dean Central Railway Company, the South Wales Railway Company, and the Gloucester and Forest of Dean Central Railway Company, or any or either of them, to subscribe to the said intended railway and works, and to raise an additional capital for that purpose.

To alter, amend, or enlarge the following Acts (that is to say): "The Coleford, Monmouth, Usk, and Pontypool Railway Act, 1853;" "The Forest of Dean Central Railway Act, 1856;" "The Forest of Dean Central Railway Act, 1860;" "The South Wales Railway Consolidation Act, 1855;" and "The South Wales Railway Act, 1858;" "The Gloucester and Dean Forest Railway Act, 1846;" and "The Gloucester and Dean Forest Railway Dock Act, 1847."

To incorporate "The Provisions of the Lands Clauses Consolidation Act, 1845;" "The Railways Clauses Consolidation Act, 1845;" and "The Companies Clauses Consolidation Act, 1845."

Duplicate plans and sections of the said intended railway and works, a book of reference thereto, a copy of this notice, as published in the London Gazette, together with a published map with the line of the intended railway delineated thereon, will, on or before the 30th day of November instant, be deposited with the Clerk of the Peace for the county of Gloucester, at his office at Gloucester, and with the Clerk of the Peace for the county of Monmouth, at his office at Newport, in the said county of Monmouth; and on or before the said 30th day of November, a copy of so much of the said plans, sections, map, and book of reference, as relates to each of the several parishes in or through which the said railway and works are intended to be made, together with a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of each parish, at his residence, and in the case of an extra-parochial place, with the clerk of some parish adjoining thereto.

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

Dated this 1st day of November, 1860.

Baxter, Ross, Norton, and Spafforth, 6, Victoria-street, Westminster, and

J. K. Smith, Newnham.

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

(Purchase or Lease of Undertaking by the Manchester, Sheffield, and Lincolnshire, and London and North-Western, and Lancashire and Yorkshire Railway Companies, or any or either of them.—Power to Manchester, Sheffield, and Lincolnshire Railway Company to guarantee Dividends on part of Capital.—Power to run over and use parts of the Lancashire and Yorkshire Railways and Victoria Station.—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 the following purposes, or some of them :—

To authorise and empower the Oldham, Ashton-under-Lyne, and Guide Bridge Junction Railway Company (hereinafter called "The Oldham Company") to let or sell and transfer their undertaking, works, plant, land, property, and effects, or any part thereof, to the Manchester, Sheffield and Lincolnshire, and the London and North-Western, and the Lancashire and Yorkshire Railway Companies (hereinafter called "the three Companies"), or to any one or more of them, and to authorise and empower the three Companies, or any one or more of them, to make such purchase, and to take such lease or transfer, for such price or consideration, and upon such terms and conditions, as may have been or may be agreed upon, or as may be fixed, ascertained, or determined in and by or under the provisions of the intended Act.

To transfer to the three Companies, or either of them becoming such purchasers or lessees, in the case of a purchase absolutely and for ever, and in the case of a lease during the continuance thereof, 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 effecting such sale or granting such lease, may be vested in, or may attach to, or might be held or enjoyed by the Oldham Company in reference to their undertaking, and all such other powers as may be deemed necessary in relation thereto.

To authorise the Manchester, Sheffield and Lincolnshire Railway Company to guarantee interest or dividend on such part of the capital of the Oldham Company as may have been or may be agreed on between them and the Oldham Company.

To authorise and empower the three Companies, or any, or either of them, for all or any of the purposes of the intended Act, to apply any funds belonging to them, or which they are, or may be authorised to raise: and if thought fit, to raise further monies by the creation of new shares or stock in their respective undertakings, with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, and by borrowing on mortgage or bond, or by any of such means, or by such other means as shall be provided by the intended Act.

To provide, if need be, for the dissolution of the Oldham Company, and for the winding up of their affairs.

To confirm and give effect to any contracts or agreements made between or on behalf of the Oldham Company and the three Companies, or any or either of them, with reference to all or any of the matters aforesaid; and to authorise and empower the Oldham Company and the three Companies, or any or either of them, to make and enter into and carry into effect all such other contracts or agreements as they respectively may think fit in reference thereto.

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

To alter, amend, extend, and enlarge, and, if need be, to repeal some of the powers and provisions of "The Oldham, Ashton, and Guide Bridge Junction Railway Act, 1857," and also of the several Acts following or some of them directly or indirectly relating to or affecting the Manchester, Sheffield, and Lincolnshire Railway Company, that is to say, Local and Personal Acts 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 also of the several Acts following or some of them directly or indirectly relating to or affecting the London and North-Western Railway Company, that is to say, Local and Personal Acts 8 and 9 Vic., caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 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., caps. 130 and 131; 22 and 23 Vic., caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vic., caps. 77 and 79; and also of the several Acts following, or some of them, directly or indirectly relating to or affecting the Lancashire and Yorkshire Railway Company,—that is to say, Local and Personal Acts 1 and 2 Wm. IV., cap. 60; 2 Wm. IV., cap. 69; 5 Wm. IV., cap. 30; 6 and 7 Wm. IV., cap. 111; 7 Wm. IV., cap. 24; 1 Vic., cap. 25; 2 and 3 Vic., cap. 55; 4 Vic., cap. 25; 7 Vic., caps. 16 and 34; 7 and 8 Vic., caps. 60 and 82; 8 and 9 Vic., caps. 35, 39, 44, 54, 101, 103, 109, 166, 171, and 172; 9 and 10 Vic., caps. 185, 212, 231, 265, 266, 271, 276, 277, 282, 302, 306, 310, 312, 354, 378, 381, and 390; 10 and 11 Vic., caps. 103, 105, 163, 164, 166, 221, 240, 288, and 289; 11 and 12 Vic., caps. 71 and 115; 12 and 13 Vic., caps. 50, 71, and 74; 13 and 14 Vic., caps. 83, 95, and 99; 14 and 15 Vic., caps. 46, 56, and 89; 15 Vic., cap. 96; 15 and 16 Vic., cap. 132; 16 and 17 Vic., caps. 163 and 211; 17 Vic., caps. 58 and 59; 17 and 18 Vic., cap. 117; 21 and 22 Vic., caps. 106 and 143; and 22 and 23 Vic., caps. 110 and 129.

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

Dated the 6th day of November, 1860.

Joseph Guy, Manchester, Solicitor for the Bill.

Victoria Station and Pimlico Railway.

(Regulation of Share, Capital, and borrowing Powers; Preferential Shares; Debenture Stock; Agreements with Great Western and London, Chatham, and Dover Railway Companies for use of Line and occupation of Station; also with those Companies and London, Brighton, and South Coast Railway Company for purchase of lease of Lands; Amendment of Acts, &c.)

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

To regulate the powers of the Company, for raising money by shares and on loan, and to authorize the Company to raise all or any part of the money authorized to be borrowed or any money required for the conversion of the existing Debenture Debt, or any sum of money authorized to be raised by either of the Acts hereinafter mentioned relating to the Company by a further issue of ordinary shares or stock, or by preferential shares or stock bearing a priority in payment of dividend over the ordinary shares or stock, and subject to

such terms and conditions as may be authorized by the Bill or by the creation and issue of debenture stock bearing a guaranteed or preferential dividend over all the other stock or shares of the Company, or to authorize the raising of further sums of money, by all or any of such means, or partly by any of such means, and partly on mortgage or bond, and to authorize any further or other arrangements with reference to the Share and Loan Capital of the Company.

To authorize [and give effect to contracts and agreements between the Company and the Great Western Railway Company and the London, Chatham, and Dover Railway Company, respecting the use and occupation by the last-mentioned Companies of the railway and station of the Company, and the payments to be made to the Company by such two Companies for such use and occupation, and to confirm the existing agreement and arrangement between the Company and those two Companies, and to authorize the Company and such two Companies, both or either of them, by such agreement or by any other agreement to enter into and carry into effect any arrangements with reference to the maintenance, working and use by such two Companies, or either of them, of the railway and station of the Company, and the works and conveniences in connection therewith, the construction and appropriation of the station, or any part thereof, the receiving and forwarding of traffic and the supply of plant, the appointment of officers, the levying of tolls, and the fixed contingent, or other payments to be made to the Company, or with reference to any other matter in connection with the use and occupation of the railway and station of the Company, by the two Companies or either of them, and to alter or annul the agreement between the Company and the East Kent Railway Company, confirmed by the Victoria Station and Pimlico Railway Act, 1858, and to grant all needful powers for such several purposes to the respective Companies aforesaid, and to authorize them to apply their corporate funds and revenues for carrying the same into execution.

To authorize the Company to sell or let, and the London, Brighton, and South Coast Railway Company, the Great Western Railway Company, and London, Chatham, and Dover Railway Company, or any one or more of such Companies to purchase, or take a lease of any lands required by the Company for the purposes of their undertaking, on such terms and conditions, and with such restrictions as may be agreed upon.

To alter, repeal, amend, or enlarge some of the provisions of the Acts following, viz.: "The Victoria Station and Pimlico Railway Act, 1858," "The Victoria Station and Pimlico Railway Act, 1859," the Acts (local and personal) 5 and 6 William IV., cap. 107; and 22 and 23 Vic., cap. 134; and any other Acts relating to or affecting the Great Western Railway Company; the Acts (local and personal), 16 and 17 Vic., cap. 132; 18 and 19 Vic., cap. 187; 21 and 22 Vic., caps. 51 and 107; 22 and 23 Vic., cap. 54; and 23 and 24 Vic., caps. 177 and 187, relating to the London, Chatham, and Dover Railway Company, and the Act (local and personal), 9 and 10 Vic., cap. 283, and other Acts relating to the London Brighton, and South Coast Railway.

Printed copies of the intended Bill will, on or before the 22nd day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 12th day of November, 1860.

Fladgate, Clarke, and Finch.

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 10th day of November, 1860.

PRIVATE BANKS.

Name, Title, and Principal Place of Issue.			Average Amount.
			£.
Andover Bank	Andover	Heath and Co.	9304
Ashford Bank	Ashford	Jemmett, Pomfret, and Co.	11283
Aylesbury Old Bank	Aylesbury	Cobb and Co.	29618
Baldock Bank and Baldock and Biggleswade Bank	Biggleswade	Wells, Hogge, and Co.	23493
Barnstaple Bank	Barnstaple	Marshall and Co.	6346
Basingstoke and Odiham Bank	Basingstoke	Seymour, Lamb, and Co.	21408
Bedford Bank	Bedford	Barnard and Co.	30852
Bewdley Bank	Bewdley	Nichols, Baker, and Co.	10453
Bicester and Oxfordshire Bank and Oxford Bank	Bicester	Tubb and Co.	19342
Birmingham Bank	Birmingham	Attwoods, Spooner, and Co.	23489
Boston Bank	Boston	Clayton and Co.	68608
Boston Bank	Boston	Gee and Co.	14055
Bridgwater Bank	Bridgwater	J. and J. L. Sealey	8283
Bristol Bank	Bristol	Miles, Miles, and Co.	25585
Broseley and Bridgnorth and Bridgnorth and Broseley Bank	Broseley	Pritchards & Co.	16202
Buckingham Bank	Buckingham	Bartlett, Parrott, and Co.	20608
Bury and Suffolk Bank, Sudbury Bank, and Stowmarket Bank	Bury St. Edmunds	Oakes, Bevan, and Co.	55458
Banbury Bank	Banbury	J. C. and A. Gillett	30843
Banbury Old Bank	Banbury	Cobb and Son	23399
Bedfordshire Leighton Buzzard Bank	Leighton Buzzard	Bassett, Son, and Co.	32901
Birmingham Bank	Birmingham	Lloyds and Co.	29989
Bradford Old Bank	Bradford, Yorkshire	Harris and Co.	11758
Brecon Old Bank	Brecon	Wilkins and Co.	49018
Brighton Union Bank	Brighton	Hall, and Co.	19203
Burlington and Driffield Bank	Burlington	Harding, Smith, and Co.	12614
Bury Saint Edmunds Bank	Bury St. Edmunds	Worlledge and Co.	2655
Cambridge Bank	Cambridge	Mortlock and Co.	13782
Cambridge and Cambridgeshire Bank	Cambridge	Messrs. Fosters	42673
Canterbury Bank	Canterbury	Hammond and Co.	30521
Carmarthen Bank	Carmarthen	David Morris and Sons	19882
Chertsey Bank	Chertsey	La Coste and Son	3051
Colchester Bank	Colchester	Round, Green, and Co.	15205
Colchester and Essex Bank, and Witham and Essex Bank, and Hadleigh, Suffolk, Bank	Colchester	Mills, Bawtree, and Co.	33372
Cornish Bank, Truro	Truro	Tweedy and Co.	46319
Coventry Bank	Coventry	Little and Woodcock	5580
City Bank, Exeter	Exeter	Milford and Co.	17349
Craven Bank	Settle	Alcocks, Birkbeck, and Co.	75151
Chepstow Old Bank	Chepstow	Snead and Co.	8126
Derby Bank	Derby	W. and S. Evans, and Co.	10886
Derby Bank	Derby	Samuel Smith and Co.	38783
Derby Old Bank and Scarsdale and High Peak Bank	Derby	Crompton, Newton and Co.	27156

Name, Title, and Principal Place of Issue.			Average Amount.
			£.
Devizes and Wiltshire Bank.....	Devizes	Locke and Co.	8085
Diss Bank	Diss	Fincham and Co. ..	9975
Doncaster Bank and Retford Bank..	Doncaster.....	Cooke and Co.	58220
Darlington Bank, Durham Bank, } and Stockton-on-Tees Bank..... }	Darlington	Backhouse and Co.	84773
Devonport Bank.....	Devonport	Hodge and Co.	7875
Dorchester Old Bank and Dorset- shire Bank	Dorchester	Williams and Co. ...	47360
East Cornwall Bank.....	Liskeard	Robins, Foster, and Co.	99377
East Riding Bank.....	Beverley	Bower and Co.	53243
Essex Bank and Bishop's Stortford } Bank	Chelmsford	Sparrow, Round, and Co.....	36924
Exeter Bank	Exeter	Sanders and Co.	26950
Farringdon Bank and Bank of Wantage	Farringdon	Barnes, Medley, and Co.	5395
Farnham Bank	Farnham	James Knight	8811
Faversham Bank.....	Faversham	Hilton and Co.	5365
Godalming Bank.....	Godalming	Mellersh and Co.	3523
Guildford Bank	Guildford.....	Haydens and Co.	11829
Grantham Bank	Grantham	Hardy and Co.	25387
Hereford City and County Bank.....	Hereford	Matthews and Co... ..	15078
Hull Bank and Kingston-upon-Hull } Bank	Hull	Smith, Brothers, and Co.	20198
Huntingdon Town and County Bank	Huntingdon.....	Veasey and Co.	43115
Harwich Bank	Harwich	Cox, Cobbold, and Co....	5294
Hertfordshire, Hitchin Bank.....	Hitchin	Sharples and Co.	30179
Hereford, Ross and Archenfield } Bank, and Ross and Archenfield } Bank	Ross	Morgan and Co.	20313
Ipswich Bank	Ipswich	Bacon and Co.	18622
Ipswich and Needham Market Bank, } Suffolk, Hadleigh Bank, Man- ningtree and Mistley Bank, and } Woodbridge Bank	Ipswich	Alexanders and Co.	57765
Kentish Bank	Maidstone	Randall, Mercer, and Co.	15470
Kington and Radnorshire Bank.....	Kington	Davies and Co.	25787
Knaresborough Old Bank and Ripon } Old Bank.....	Knaresborough ...	Harrison and Co.	21516
Kendal Bank	Kendal.....	Wakefield, Crewdson, and Co....	45635
Longton Staffordshire Bank ..	Longton	C. Harvey and Son	5192
Leeds Bank.....	Leeds	Beckett and Co.	52580
Leeds Union Bank	Leeds	W. Williams, Brown and Co. ...	37285
Leicester Bank	Leicester ...	T. and T. T. Paget	22099
Lewes Old Bank	Lewes	Whitfield and Co.	28956
Lincoln Bank	Lincoln	Smith, Ellison, and Co.....	86385
Llandovery Bank, Lampeter Bank, } and Llandilo Bank	Llandovery	D. Jones and Co.	33033
Loughborough Bank	Loughborough...	Middleton and Cradock	6774
Lymington Bank.....	Lymington	S. and G. F. St. Barbe.....	3990
Lynn Regis and Lincolnshire Bank ..	Lynn Regis	Gurneys and Co.	36951
Lynn Regis and Norfolk Bank ...	Lynn Regis	Jarvis and Co.	13543

Name, Title, and Principal Place of Issue.			Average Amount.
			£.
Macclesfield Bank	Macclesfield	Brocklehurst and Co.	13168
Manningtree Bank	Manningtree	Nunn and Co.	4980
Merionethshire Bank	Dolgelly	Williams and Son	7464
Miners' Bank	Truro	Willyams and Co.	18243
Monmouthshire Agricultural and Commercial Bank ..	Abergavenny	Bailey and Co. ..	26730
Monmouth Old Bank	Monmouth	Bromage and Gosling	9521
Newark Bank	Newark	Godfrey and Riddell.....	20764
Newark and Sleaford Bank, and Sleaford and Newark Bank	Sleaford	Handley, Peacock, and Co.	47604
Newbury Bank	Newbury	Bunny, Slocock, and Co.	15440
Newmarket Bank	Newmarket	Eaton, Hammond, and Co.	19273
Norwich Crown Bank and Norfolk and Suffolk Bank	Norwich ..	Harveys and Hudsons	49140
Norwich and Norfolk and Fakenham Banks	Norwich	Gurneys and Birkbecks	89508
Nottingham and Nottinghamshire Bank	Nottingham	Hart, Fellows, and Co.	8576
Nuneaton Bank	Nuneaton	Craddock and Co.	1916
Naval Bank, Plymouth ..	Plymouth.....	Harris and Co.	22085
New Sarum Bank	Sarum ..	Pinckney, Brothers	9730
Nottingham Bank	Nottingham	Samuel Smith and Co.	25581
Oswestry Bank and Oswestry Old Bank	Oswestry	Croxon and Co.	10928
Oxford Old Bank	Oxford	Parsons and Co.	32081
Old Bank, Tonbridge, Tonbridge and Tonbridge Wells Old Bank, Tonbridge and Tonbridge Wells and Sevenoaks Bank.....	Tonbridge .	H., S., A. H., T., and A. T. } Beeching	9883
Oxfordshire Witney Bank	Witney	J. W. Clinch and Sons.....	11554
Pease's Old Bank, Hull, the Hull Old Bank and Beverley Bank.....	Hull	Peases and Co.	44870
Penzance Bank	Penzance ..	Batten and Co.	8942
Peterborough Bank and Oundle Bank	Peterborough ..	D. Yorke and Co.	9373
Pembrokeshire Bank	Haverfordwest.....	J. and W. Walters	12922
Reading Bank ..	Reading	Simonds and Co.	23888
Reading Bank	Reading	Stephens, Blandy, and Co.	28752
Richmond Bank	Richmond	Roper and Co.	6180
Rochdale Bank	Rochdale	Clement, Royds, and Co. Not received.	
Rochester, Chatham, and Strood Bank	Rochester.....	Day, Nicholson, and Co.	7909
Royston Bank	Royston	Fordham and Sons	10362
Rugby Bank	Rugby	A. Butlin and Son.....	10119
Rye Bank	Rye	R. C. Pomfret and Co.	11313
Ross Old Bank, Herefordshire	Ross	Allaway and MacDougal	4098
Saffron Walden and North Essex Bank	Saffron Walden ..	Gibsons and Co.	21034
Salop Bank	Shrewsbury	Burton, Lloyd, and Co.	13224
Scarborough Old Bank ..	Scarborough	Woodall and Co.	24394
Shrewsbury Old Bank and Shrewsbury and Ludlow Bank ..	Shrewsbury..	Rocke, Eyton, and Co.	39611
Sittingbourne and Milton Bank.....	Sittingbourne	Vallance and Co.	2366
Southampton Town and County Bank	Southampton	Maddison and Pearce	10711
Southwell Bank	Southwell	Wylde and Co.	11066
Southampton and Hampshire Bank ..	Southampton	Atherley, Fall, and Co.	2624
Stafford Old Bank	Stafford ..	Stevenson and Co.	12057

Name, Title, and Principal Place of Issue.			Average Amount.
			£.
Stamford and Rutland Bank	Stamford	Eaton, Cayley, and Co.....	22505
Shrewsbury and Welsh Pool Bank.....	Shrewsbury	Beck, Downward, and Co.	19655
Taunton Bank.....	Taunton	H. and R. Badcock	28910
Tavistock Bank	Tavistock.....	Gill, Sons, and Co.	11815
Thornbury Bank.....	Thornbury	Harwood and Co.	8995
Tiverton and Devonshire Bank	Tiverton	Dunsford and Co.	12188
Thrapston and Kettering Bank, } Northamptonshire	Thrapston	Yorke and Eland	11393
Tring Bank and Chesham Bank	Tring	Butcher and Sons.....	12008
Towcester Old Bank	Towcester	Percival and Co.	7044
Town and County of Poole Bank and } Ringwood and Poole Bank	Poole	G. W. Ledgard and Sons.....	9109
Union Bank, Cornwall	Helston	Vivian and Co.	15516
Uxbridge Old Bank	Uxbridge.....	Hull, Smith, and Co.	10786
Wallingford Bank	Wallingford.....	Hedges, Wells, and Co.....	6855
Warwick and Warwickshire Bank.....	Warwick	Greaves and Co.	21165
Wellington Somerset Bank.....	Wellington	Fox, Brothers, and Co.	3886
West Riding Bank, Wakefield, and } Pontefract Bank	Wakefield	Leatham, Tew, and Co.	45671
Whitby Old Bank	Whitby	Simpson, Chapman, and Co. ...	14417
Winchester, Alresford, and Alton Bank	Winchester	Bulpett and Co.....	19718
Weymouth Old Bank and Dorchester } Bank	Weymouth	Eliot, Pearce, and Co.	16205
Wirksworth and Ashbourne Derby- } shire Bank	Wirksworth.....	Arkwright and Co.	37081
Wisbech and Lincolnshire Bank	Wisbech	Gurneys and Co.	46430
Wiveliscombe Bank	Wiveliscombe	P. and W. Hancock	7226
Wolverhampton Bank	Wolverhampton ...	Sir F. L. H. Goodricke.....	11397
Worcester Old Bank and Tewkes- } bury Old Bank	Worcester	Berwick, Lechmere, & Co.....	73196
Wolverhampton Bank	Wolverhampton ...	R. and W. F. Fryer	10830
Yarmouth and Suffolk Bank, and } Halesworth and Suffolk Bank...	Yarmouth	Gurney's Birkbeck, and Co.....	43826
Yarmouth, Norfolk and Suffolk Bank	Great Yarmouth...	Sir E. H. K. Lacon, Bart. & Co.	9706
York Bank	York	Swann, Clough, and Co.	36294

JOINT STOCK BANKS.

Name, Title, and Principal Place of Issue.		Average Amount.
		£
Bank of Westmorland	Kendal	10966
Barnsley Banking Company	Barnsley	9099
Bradford Banking Company	Bradford	49620
Bilston District Banking Company.....	Wolverhampton	8850
Bank of Whitehaven	Whitehaven	32518
Bradford Commercial Banking Company	Bradford	19198
Burton, Uttoxeter, and Staffordshire Union Banking } Company	Burton-upon-Trent	48876
Chesterfield and North Derbyshire Banking Company	Chesterfield	10007
Cumberland Union Banking Company	Workington	35729
Coventry and Warwickshire Banking Company	Coventry	21437

Name, Title, and Principal Place of Issue.		Average Amount.
		£.
Coventry Union Banking Company	Coventry	14994
County of Gloucester Banking Company	Cheltenham	108431
Carlisle and Cumberland Banking Company	Carlisle	27164
Carlisle City and District Bank	Carlisle	19724
Dudley and West Bromwich Banking Company	Dudley	31047
Derby and Derbyshire Banking Company	Derby	20059
Darlington District Joint Stock Banking Company	Darlington.....	24416
East of England Bank	Norwich.....	24678
Gloucestershire Banking Company.....	Gloucester.....	145695
Halifax Joint Stock Bank	Halifax	17366
Huddersfield Banking Company	Huddersfield	35811
Hull Banking Company	Hull	27676
Halifax Commercial Banking Company	Halifax	13659
Halifax and Huddersfield Union Banking Company	Halifax	42732
Helston Banking Company	Helston	1495
Herefordshire Banking Company	Hereford	19670
Knaresborough and Claro Banking Company	Knaresborough	25293
Kingsbridge Joint Stock Bank	Kingsbridge	2652
Lancaster Banking Company	Lancaster	64863
Leeds Banking Company.....	Leeds	25010
Leicestershire Banking Company	Leicester	70255
Lincoln and Lindsey Banking Company.....	Lincoln	48301
Leamington Priors and Warwickshire Banking Company.....	Leamington Priors	10229
Ludlow and Tenbury Bank	Ludlow	10485
Moore and Robinson's Nottinghamshire Banking Company ...	Nottingham	34415
Nottingham and Nottinghamshire Banking Company	Nottingham	26071
National Provincial Bank of England.....	Birmingham	423015
North Wilts Banking Company	Hd. Office, 112, Bishopsgate-st., London	
Northamptonshire Union Bank	Melksham	51479
Northamptonshire Banking Company.....	Northampton.....	76730
North and South Wales Bank.....	Northampton.....	21546
	Liverpool	62290
Pares's Leicestershire Banking Company	Leicester	54468
Saddleworth Banking Company	Saddleworth	2720
Sheffield Banking Company.....	Sheffield.....	34844
Stamford, Spalding, and Boston Banking Company	Stamford	54651
Stuckey's Banking Company, Bristol Somersetshire Bank, } and Somersetshire Bank	Langport	350034
Shropshire Banking Company.....	Shiftnall.....	41926
Stourbridge and Kidderminster Banking Company	Stourbridge	52860
Sheffield and Hallamshire Banking Company.....	Sheffield..	22442
Sheffield and Rotherham Joint Stock Banking Company.....	Sheffield.....	51963
Swaledale and Wensleydale Banking Company.....	Richmond	51160
Wolverhampton and Staffordshire Banking Company	Wolverhampton.....	30194
Wakefield and Barnsley Union Bank	Wakefield	14582
Whitehaven Joint Stock Banking Company	Whitehaven	29601
Warwick and Leamington Banking Company	Warwick	28958
West of England and South Wales District Bank	Bristol	67202
Wilts and Dorset Banking Company	Salisbury	70810
West Riding Union Banking Company	Huddersfield	32167
Whitchurch and Ellesmere Banking Company	Whitchurch	4360
Worcester City and County Banking Company.....	Worcester	6861
York Union Banking Company	York	68605
York City and County Banking Company.....	York	90410
Yorkshire Banking Company	Leeds.....	122608

W. W. DALBIAC, Registrar of Bank Returns.

Inland Revenue Office, November 17, 1860.

AN ACCOUNT of the Total Quantities of each Kind of CORN, distinguishing Foreign and Colonial, imported into the principal Ports of GREAT BRITAIN, (viz. London, Liverpool, Hull, Newcastle, Bristol, Gloucester, Plymouth, Leith, Glasgow, Dundee, and Perth) and the Rates and Amount of Duty thereon, in the Week ended 14th November, 1860.

SPECIES.	Quantities Imported into the Ports of Great Britain, enumerated above (being those into which Corn is chiefly imported).						Amount of Duty received thereon.						Rates of Duty, (Foreign and Colonial).	
	Foreign.		Colonial.		Total.		Foreign.		Colonial.		Total.		Corn and Grain of all sorts, per quarter.	Meal and Flour of all sorts, per cwt.
	Qrs.	Bus.	Qrs.	Bus.	Qrs.	Bus.	£	s.	d.	£	s.	d.	s.	d.
Wheat & Wheat Flour	131935	7	5819	1	137755	0	6967	16	6	312	3	10	1	0
Barley & Barley Meal	28089	5	—	—	28089	5	1404	10	5	—	—	—		
Oats and Oat Meal	49897	6	0	5	49898	3	2494	17	10	0	0	5		
Rye and Rye Meal	4395	6	—	—	4395	6	271	1	1	—	—	—		
Pease and Pea Meal	2849	6	1524	2	4374	0	142	9	9	76	4	3		
Beans and Bean Meal	6273	1	—	—	6273	1	313	13	5	—	—	—		
Indian Corn and Indian Meal	3382	3	—	—	3382	3	169	2	7	—	—	—		
Buck Wheat and Buck Wheat Meal	4	5	—	—	4	5	0	6	1	—	—	—	1	0
Beer or Bigg	—	—	—	—	—	—	—	—	—	—	—	—		
	226828	7	7344	0	234172	7	11763	17	8	388	8	6		4½

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

Office of the Inspector-General of Imports and Exports, Custom-house, London, 19th November, 1860.

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

Macclesfield Gas.

(Repeal of Act; Re-Incorporation of Company; Increase and Alteration of Capital; Maintenance and Improvement of existing Works; Construction of further Works; Purchase of Lands; Extension of Limits of Supply; Rates' Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to repeal an Act passed in the seventh year of the reign of His late Majesty King George the Fourth, chapter 8, intituled "An Act for Lighting with Gas the several Townships of Macclesfield, Sutton, and Hursfield, all in the parish of Prestbury, in the county palatine of Chester."

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

To re-incorporate the Macclesfield Gas Light Company:

To alter and increase the capital of the Company by the creation of new shares, and to alter and regulate the amount and distribution of the present and proposed share capital of the Company, and to enable the Company to capitalize the accumulated capital and profits, and to borrow money on mortgage or otherwise:

To enable the Company to continue, maintain, and renew their existing gas works, and to improve the same, and to provide buildings, apparatus, gasometers, and works on the lands now belonging to and held by the Company, and adjoining thereto, which said gas works and lands are situate respectively in the several townships of Macclesfield and Sutton, in the parish of Prestbury, in the county of Chester, on the several sites hereinafter described:

Firstly: On a piece of land lying on the west side of the River Bollin, and bounded on the east by the River Bollin, on the north by Hibel Road, and on the south and west by the highway leading from Water's Green to Hibel Road, all in the township of Macclesfield, in the parish of Prestbury, in the county of Chester:

Secondly: On a piece of land, lying on the east side of the said River Bollin, and bounded on the east by land and buildings, the property respectively of Lydia Downes and John Hall; on the north, by property belonging to John Hall; on the south, by North-street; and, on the west, by the River Bollin, all in the township of Macclesfield, in the parish of Prestbury and county of Chester:

Thirdly: On a piece of land abutting upon the public road from Macclesfield to Langley, near to the works of Messrs. John Smith and James Smith, and bounded on the north by the said public road; on the south and east, in part by a watercourse and land in the occupation of the said Messrs. John Smith and James Smith; and on the west, by land in the occupation of Mr. William Smith, all in Langley, in the township of Sutton, in the parish of Prestbury and county of Chester:

Fourthly: On a piece of land abutting upon Hobson-street, Ryle-street, and Peel-street, and bounded on the north by land and buildings belonging respectively to Joseph Baguley and John Wilson; on the south, by land and buildings belonging respectively to Nathan Hill and Thomas Handford Snape, to the representatives of the late William Slack, deceased, and to John Banner and Thomas Fernyhough; on the east, by the said land and buildings belonging to Nathan Hill and Thomas Handford Snape, and by Peel-street, and on the west by Hobson-street, all in the township of Macclesfield, in the parish of Prestbury, and county of Chester:

To make, construct, and maintain further and

additional gas works, with all necessary gasometers, outbuildings, apparatus, and conveniences connected therewith, upon and within the limits of the following sites or pieces of land, that is to say:—

Fifthly: A piece of land abutting on that portion of the site of the existing works secondly hereinbefore described, and lying and being on the east side thereof; and bounded on the west, by that portion of the existing works secondly hereinbefore described; on the east, by a watercourse, and by an occupation road leading to property belonging to Mr. Jeremiah Clarke and the executors of Mr. Thomas Ward, and by Commercial-road; on the north, by property belonging respectively to Mr. John Hall and Mr. Jeremiah Clarke; and on the south, in part by the existing works secondly before described, and in other part by a house and land belonging to Mr. John Hall, all in the township of Macclesfield, in the parish of Prestbury and county of Chester:

Sixthly: A piece of land with the buildings thereon erected abutting upon the piece of land fifthly hereinbefore described, and lying and being on the south side thereof; bounded on the west by that portion of the existing gas works secondly hereinbefore described; on the east, by the said occupation road and watercourse, and by Commercial-road; on the north, by the land fifthly hereinbefore described; and on the south, by North-street, all in the township of Macclesfield, in the parish of Prestbury, and county of Chester:

Seventhly: A piece of land belonging to Messrs. James Castlow and James Lees Harwar, abutting upon the public road leading from Macclesfield through Bollington, bounded on the north by land belonging to the said James Castlow and James Lees Harwar; on the south, by land and premises belonging respectively to Margaret Wilde and Mary Ann Wilde and to Lydia Rowbotham; on the east, by the said public road and by land belonging to the said James Castlow and James Lees Harwar; and on the west, by other land also belonging to the last-named parties, all in the township of Bollington, in the parish of Prestbury, and county of Chester:

Eighthly: A piece of land also belonging to the said James Castlow and James Lees Harwar, situate near to the canal aqueduct at Bollington aforesaid, and abutting upon the public road there, leading from Macclesfield through Bollington aforesaid; bounded on the south by the said public road and by land belonging to Peter Dean; on the north, by the stream or brook known by the name of the Bollin Water, and by land belonging respectively to Messrs. Thomas Oliver and William Cresswick Lomas Oliver and to the Macclesfield Canal Company; on the east, by other land of the last-named Company; and on the west, by other land belonging to the said Thomas Oliver and William Cresswick Lomas Oliver, all in the township of Bollington, in the parish of Prestbury, and county of Chester:

Ninthly: A piece of land abutting upon the north side of the piece of land eighthly hereinbefore described, and belonging to Messrs. Thomas Oliver and William Cresswick Lomas Oliver; bounded on the south by the said stream called Bollin Water and by the land eighthly hereinbefore described; on the north, by land belonging to Charles Richard Banastre Legh, Esquire, and by other land belonging to the Macclesfield Canal Company; on the east by other land belonging to the last-named Company; and on the west, by other land belonging to the said Messrs. Thomas Oliver and William Cresswick Lomas Oliver, all in the township of Bollington, in the parish of Prestbury, and county of Chester:

To purchase compulsorily or by agreement, or otherwise to acquire all lands, houses, and other property necessary for the purposes of the said intended works, or any or either of them; and to alter, vary, and extinguish all existing rights and privileges connected with such lands, houses, and property, 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 lay down, continue, and maintain, and from time to time renew mains, pipes, and other apparatus and works, in or under the several turnpike and other roads, highways, streets, lanes, passages, and places within the limits of the intended Act, and for such purposes to open, break up, cross, and divert turnpike and other roads, highways, streets, lanes, passages, watercourses, and other places within those limits:

To manufacture, sell, and dispose of the coke, residuum, and products arising from the manufacture of gas, and to supply gas for public and private purposes within the limits of the intended Act:

To extend the limits within which the Company are at present authorized to supply gas, and to include within such limits the several townships, parishes, and places of Macclesfield, Sutton, Hurdfield, Adlington, Rainow, Upton, Fallibroome, Prestbury, Butley-cum-Newton, Mottram St. Andrew, Tytherington, Bollington, Potts Shrigley, and Henbury, all in the parish of Prestbury, and county of Chester:

To levy and collect rates or rents for the supply of gas, to alter existing rates or rents, to confer, vary, or extinguish exemptions from payment of rates or rents, and to confer, vary, or extinguish other rights or privileges:

To confer upon the Company all necessary powers and authorities for the purposes of the intended Act, and to authorize and empower the said Company to enter into contracts for the supply of gas, with all corporations, public bodies, Commissioners, Companies, or persons, and to enable the said Company to carry on all the business of a Gas Light and Coke Company within the limits of the intended Act:

To incorporate with the said intended Act all or some of the powers and provisions of "The Lands Clauses Consolidation Act, 1845," "The Companies Clauses Consolidation Act, 1845," and "The Gas Works Clauses Act, 1847:"

To alter, amend, or repeal, so far as may be necessary for the purposes of the intended Act, the powers and provisions of "The Macclesfield District Gas Act, 1860."

Duplicate plans, describing the situations of the said proposed works, and the lands, houses, and property, intended to be taken for the purposes thereof, together with the 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 Chester, at his office at Chester; and on or before the said 30th day of November a copy of the said plans and book of reference, with a copy of this notice as published in the London Gazette, will be deposited with the parish clerk of the said parish of Prestbury, at his residence.

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

Dated this 8th day of November, 1860.

Coppock and Oldham, Solicitors, Stockport.
Gregory, Skirrow, and Rowcliffes, Parliamentary Agents, 1, Bedford-row, London.

Lostwithiel and Fowey Railway.

(Incorporation of Company for making a Railway from Lostwithiel to Fowey, with a Branch therefrom; Working and Traffic Arrangements with Cornwall Railway Company.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to incorporate a Company with power to make and maintain the following railways, or one of them, with all proper stations, wharves, approaches, works, and conveniences connected therewith respectively, that is to say:

A railway commencing in the borough of Lostwithiel and parish of Lanlivery, by a junction with the Cornwall Railway, near to the western end of a bridge carrying that railway over the River Fowey, thence to pass in, through, or into the several parishes, townships, extra-parochial, or other places following, or some of them, that is to say, Saint Winnow, Lostwithiel, Lanlivery, Saint Sampsons, otherwise Golant, otherwise Gollant, Saint Veep, and Fowey, and the bed and shore of the Fowey river, estuary, and harbour, and to terminate at or near Caffamill Pill, in the borough and parish of Fowey, all in the county of Cornwall.

A branch railway commencing by a junction with the said intended railway, at or near certain limekilns situate at or near the south-western extremity of Coinage Hall Moor, otherwise Shire Hall Moor, and terminating on Coinage Hall Moor, otherwise Shire Hall Moor aforesaid, near the western end of the aforesaid bridge, all in the parish of Lanlivery.

And it is proposed by the said intended Act to empower the intended Company to purchase lands, houses, and other property by compulsion or agreement for the purposes thereof, 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 and works, and to confer other rights and privileges, and also to take powers to cross, stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads, railways, tramways, aqueducts, cuts, canals, streams, navigations, and rivers within or adjoining to the aforesaid parishes, townships, and extra-parochial, or other places, or any of them, as may be necessary, in consequence of the construction and for the purposes of the said intended railways and works, or any of them.

And it is further proposed by the intended Act to empower the Company so to be incorporated to levy tolls, rates, and charges for the use of the said intended railways and works, and to confer exemptions from the payment of such tolls, rates, and charges, and to exercise all other usual and necessary powers.

And it is proposed by the intended Act to enable the Company to be thereby incorporated, and the Cornwall Railway Company to enter into and carry into effect contracts and agreements with respect to the working, maintenance, and use, by the Cornwall Railway Company, of the intended railways and works, or either of them, or any part thereof, and the supply and maintenance of engines, carriages, and rolling stock, and other stock and plant for the same, and with respect to the conduct, regulation, and management of the traffic upon or over the said intended railways, or either of them, or any part thereof, and the Cornwall Railway, or any part thereof; and with respect to the use by the Company to be incorporated by the intended Act of so much of the Cornwall Railway as is situate between the junction therewith of the said

intended railway and the station of the Cornwall Railway Company at Lostwithiel, and also of the said station and the works and conveniences connected therewith; and with respect to the fixing, levying, dividing, and apportioning the tolls and charges arising from such traffic, and the tolls, charges, or other consideration to be paid for such user or otherwise, and to enable the said Companies respectively to levy tolls on the said railways, or any part thereof, and to exercise all such other powers as may be found mutually desirable in reference to the purposes aforesaid, or any of them.

And it is proposed by the intended Act, so far as may be necessary, to alter, amend, extend, and enlarge, and to repeal all or some of the powers and provisions of the following Acts (local and personal), or some of them, relating to the Cornwall Railway Company, or their undertaking, that is to say, 9th and 10th Victoria, cap. 335; 10th and 11th Victoria, cap. 72; 17th and 18th Victoria, cap. 85; 18th Victoria, cap. 59; 20th Victoria, cap. 1; and 20th and 21st Victoria, cap. 88.

And notice is hereby further given, that on or before the 30th day of November instant, a published map and plans, and sections, describing the line and levels of the proposed railways and works, and the lands to be taken for the purposes thereof, 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 at 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 several parishes or extra-parochial places in or through which the said railways and works are intended to be made, together with a copy of this notice, 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 the case of any extra-parochial place with the clerk of some adjoining parish at his residence, and that printed copies of the intended Act will, before the 23rd day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 5th day of November, 1860.

Coode, Shilson, Coode and Shilson,
Solicitors, St. Austell, Cornwall.

Workington Tidal Basin and Railway.

(Construction of Tidal Basin; Channel and Railway Approaches at Workington; to levy tolls and to alter existing tolls levied at Workington Harbour; Working Arrangements with the Whitehaven Junction and the Cockermouth, and Workington Railway Companies.)

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

To make and maintain a dock or tidal basin in the township of Seaton, in the parish of Camerton, in the county of Cumberland, and an entrance or channel for connecting such dock or basin with the water of Workington Harbour, such dock or tidal basin and channel commencing at the north side quay of Workington Harbour, and terminating at a place called The North Side, on a parcel of land called Siddick, both in the said township and parish, with all suitable and requisite piers, sluices, entrances, channels, cuts, culverts, embankments, wharves, quays, landings, staiths, drops, tramways, railways, jetties, cranes, sheds, offices, houses, warehouses, buildings, and machinery for loading and unloading ships and vessels, and

storing merchandize or otherwise, roads and approaches, works and conveniences, which dock or basin, channel, works, and conveniences are proposed to be made at or near Siddick, otherwise North Side, partly within and on the north side of the harbour of Workington, partly on a parcel of land called Siddick, the property of the Right Honourable William Earl of Lonsdale, and wholly within the township of Seaton, in the parish of Camerton, in the parish of Workington, and the extra-parochial place called the Cloffocks, or some or one of them, in the county of Cumberland.

To dredge, scour, and deepen the bed or soil of Workington Harbour and of the River Derwent, opposite to the entrance of the said intended dock or basin, and to divert water from the River Derwent and Workington Harbour for supplying the said intended dock or basin with water.

To place and maintain in Workington Harbour anchors, moorings, buoys, capstans, lighthouses, lights, and other necessary erections and machinery, works and conveniences, in such positions as may be expedient for warping and guiding, directing, or otherwise assisting ships and vessels approaching or quitting the said intended dock or basin, and otherwise for the purposes thereof respectively.

To make and maintain a branch railway with all necessary stations, communications, roads, approaches, and conveniences connected therewith, commencing at a point on the Whitehaven Junction Railway eighty-four yards or thereabouts south of a bridge over the said railway called Siddick Bridge, and situate in the township of Seaton aforesaid, and terminating at the said intended dock or basin, which said proposed railway and works will be made wholly within the said township of Seaton, in the county of Cumberland.

To enable the Right Honourable William, Earl of Lonsdale, his heirs, or assigns, or such other person or persons as may be in the said Act for that purpose named, to make and maintain the said dock or basin, railway, and works, or to incorporate a Company for that purpose; and to enable the said Earl, his heirs, or assigns, to sell, convey, or grant to such Company or persons aforesaid, such part of the settled estates vested in him, and whereon the said intended works will be situate, as may be necessary for making and maintaining the same, upon such terms and conditions as may be agreed or as the said Act shall prescribe, or to contribute to the expense of the undertaking, and to take or grant mortgages on the said estates in respect thereof.

And power will be taken for the compulsory purchase of lands and houses, and to vary or extinguish any rights or privileges connected therewith, to levy tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, or to confer, vary, or extinguish any other rights or privileges; and to alter, vary, or extinguish any rights or privileges which would in any manner interfere with the purposes of the said Act, and also to raise money by mortgage or bond for such purposes.

To enable such Company or persons aforesaid, and the Whitehaven Junction Railway Company, and the Cockermouth and Workington Railway Company, or either of them, to enter into reciprocal agreements for the interchange of traffic, and for the maintenance, use, and working of the undertaking, or of any part thereof, and for the receipt and apportionment by the contracting parties of the tolls and other revenue arising from their respective undertakings.

To deviate from the line of the intended railway and works to such extent as shall be defined on the plans; to cross, stop up, divert or alter, temporarily or permanently, roads, highways, or other ways, brooks, and streams, and to make and substitute others, so far as necessary, for the construction of the said dock or basin, railway and works; to alter and amend or repeal all or some of the powers and provisions of the several local and personal Acts of Parliament following, that is to say; 3rd Vic., caps. 44 and 45, relating to the harbour and town of Workington, and 7th and 8th Vic., cap. 64; 11th and 12th Vic., cap. 80; 11th and 12th Vic., cap. 91; 17th Vic., cap. 24; and 21st and 22nd Vic., cap. 127, relating to the Whitehaven Junction Railway.

To incorporate with the said Act the powers and 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.

And notice is further hereby given, that on or before the 30th day of November instant duplicate plans and sections describing the situation, line, and levels of the said intended works, and the lands and houses which may be taken for the purposes thereof, with a book of reference to such plans, and a published map with the line of railway delineated thereon, and a copy of this notice as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Cumberland, at his office in Carlisle; and on or before the same day a copy of so much of the said plans, sections, and books of reference as relates to the respective parishes and extra-parochial place aforesaid, in which the works aforesaid are or will be situate, with a copy of the said Gazette Notice, will be deposited with the parish clerk of each such parish at his residence, and in the case of the extra-parochial place called The Cloffocks with the clerk of some parish immediately adjoining the said extra-parochial place.

And notice is also hereby given, that on or before the 22nd day of December next printed copies of the proposed Act will be deposited in the Private Bill Office of the house of Commons.

Dated this seventh day of November, 1860.

Lumb and Howson, Solicitors, Whitehaven.

Holmes and Co., Parliamentary Agents, Westminster.

The Shrewsbury, Oswestry, and Ellesmere Railway.

(Incorporation of Company; Construction of Railway from the Great Western Railway (Shrewsbury and Chester Section) at Oswestry, to the Rednal Station of the Great Western Railway, and thence to Ellesmere; Powers to make working and other agreements with the Great Western Railway Company, to run over portion of that Company's Line; to make arrangements with that Company and the Oswestry and Newtown Railway Company as to a Station at Oswestry; 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, hereinafter called "the Company," with the following, or some of the following, among other powers, that is to say:—

To make and maintain the railways following, or one of them, viz.: a railway commencing by a junction with the Gobowen and Oswestry branch

of the Great Western Railway, at a point about 450 yards to the north of the platform of the existing passenger station of such railway at Oswestry, and terminating by a junction with the Shrewsbury and Chester section of the Great Western Railway, at a point about three furlongs and two chains north of the Rednal station, which said intended railway will 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: the parishes of Oswestry, Whittington, and West Felton; the liberties of the borough of Oswestry; the townships of Oswestry, Middleton, Hisland, Wootton, Whittington, Berghill, West Felton, Rednal, and Sutton, all in the county of Salop.

Another railway commencing by a junction with the last-mentioned railway, at a point about three furlongs and two 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 terminating in or near a field, in the parish of Ellesmere, in the said county of Salop, No. 1065 on the tithe map for the said parish, the property of the Right Honourable the Earl of Brownlow, and in the occupation of Mr. William Pay, 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 parishes of West Felton, Oswestry, Whittington, Hordley, and Ellesmere; the townships of Sutton, Rednal, Wootton, Aston, Burghill, Welsh Frankton, Whittington, Tetchill, Newnes, Birch and Lythe, Ellesmere, Cricket, Eastwick, Elson and Greenhill, Harwick, Trench, Oteley, Newton, and Spoonhill, the Ridges, and St. John's; the extra-parochial place of Halston, all in the county of Salop, together with all proper works, stations, approaches, and conveniences, connected with the said intended railways respectively.

To purchase, by compulsion or otherwise, lands and houses, and other property, for the purposes of the said intended railways and works, or some 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 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 purpose of making and maintaining, or for more conveniently making, maintaining, or using the said intended railways and works, and to levy tolls, rates, and charges for, and in respect of the use of the said intended railways and works, and to grant exemptions from such tolls, rates, and charges, and certain other rights and privileges relating thereto.

To enable the Company to make and enter into arrangements and agreements with the Great Western Railway Company with respect to the working and use, by the Great Western Railway Company, of the said intended railways, or either of them or any part thereof, or of the stations belonging thereto respectively, 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 run over and use with their own engines, carriages, and waggons, or with engines, carriages, and waggons, coming to or from the said intended railways, or either of them, so much of the said Great Western Railway as lies between the points of junction therewith of the said intended railways, or either of them, and the Rednal station of the Great Western Railway Company; and also to run into and use the said station and the works, sidings, watering-places, and other conveniences connected therewith, on payment of such tolls, rates, rent, or other consideration, and on such charges, terms, and conditions, as may be agreed on or as shall be prescribed or provided by the said intended Act.

To enable the Company and the Great Western Railway Company and the Oswestry and Newtown Railway Company, or the Company and either of the said last-named Companies, to make and to carry into effect, contracts and agreements for the joint construction, use, and management, of a station at Oswestry, with suitable approaches, works, and conveniences, for the accommodation of the traffic, whether in goods or passengers, of the said respective Companies or some of them.

To enable the Company to run over, and to use with their own engines, carriages, and waggons, or with engines coming to or from the said intended railways, or either of them, so much of the lines of railway belonging to the Great Western Railway or the Oswestry and Newtown Railway as lies between the proposed junction of the first of the said intended railways with the Oswestry and Gobowen branch of the Great Western railway and the existing stations of the said two last-named Companies; and also to run into, and to use, the said existing stations, and the works, sidings, watering-places, and conveniences, connected therewith respectively, on payment of such tolls, rates, charges, rent, or other consideration, and on such terms and conditions as may be agreed on, or as shall be prescribed and provided by the said intended Act.

To alter, amend, extend, and enlarge so far as may be necessary for the purposes aforesaid, the provisions of the several Acts relating to or affecting the said Great Western Railway Company, following, or some of them, that is to say (local and personal) 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, 158, and 159; 13 Vic., caps. 6 and 7; 13 and 14 Vic., caps. 44, 98, and 110; 14 and 15 Vic., caps. 48 and 81; 15 and 16 Vic., caps. 125, 133, 140, 145, 147, and 168; 16 and 17 Vic., caps. 121, 153, 175, and 212; 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; 22 and 23 Vic., caps. 1 and 64; and 23 and 24 Vic., caps. 11, 69, and 196, and of the several Acts following, relating to the Oswestry and Newtown Railway Company, or some of them—that is to say, “The Oswestry, Welshpool, and Newtown Railway Act, 1855; “The Oswestry and Newtown Railway Act, 1860;” and “The

Oswestry and Newtown Railway (Porthywaen Branch) Act, 1860.”

Duplicate plans and sections of the proposed railway, together with a published map, showing the general course and direction thereof, 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 Salop, at his office in Shrewsbury, 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 parish in or through which the said intended railways 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, 1860.

Loxdale, Peele, and Sons, Shrewsbury;
Theodore, Martin, 10, New Palace-yard,
Westminster, Parliamentary Agent;
For the Bill.

Port Madoc and Porthdynllaen Railway.

(Incorporation of Company for constructing a Railway from Port Madoc to Porthdynllaen Harbour, with a Pier at that Harbour; a Branch Railway to Pen-y-groes, to join the Nantlle Railway.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to incorporate a Company for making and maintaining the following railways and pier, with all necessary stations, approaches, and other works connected therewith, that is to say:

First. A railway, commencing at Port Madoc, in the parish of Ynysynhaiarn, in the county of Carnarvon, from or near to a stone wall in an enclosure belonging to David Williams, Esquire, and occupied by David Homfray, Esquire, and which wall is situate at or about 95 yards east of the New Sluice Bridge, over the open cut main drain of the Tre Madoc estate, and terminating at the harbour of Porthdynllaen, in the parish of Edyrn, in the county of Carnarvon, at or about ninety-nine yards south-east of a rock called Carreg Ddu, on a Promontory on the Porthdynllaen Farm, belonging to C G Wynne, Esquire.

Second. A branch railway running from or out of the above-mentioned railway in the parish of Criccieth, in a field belonging to John Jones, Esquire, at or about twenty yards east of a public road running out of the turnpike road to Pwllheli, south of Parcia Mawr farm-house, and seventy-one yards north of the same house, and terminating by a junction with the Nantlle Railway, in the parish of Llanllyfni, at or near Pen-y-groes, in the county of Carnarvon, at or about four hundred yards north of a house called Henty, owned by G A Huddart, Esquire, and forty-six yards south of the boundary of Llanllyfni parish, and which said intended railways 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: Ynysynhaiarn, Treflys, Penmorfa, Criccieth, the borough of Criccieth, Llanystumdwy, Aber-

erch, Llanarmon, the borough of Pwllheli, Denio, Llanor, Penrhos, Llanfihangel - Bachellaeth, Boduan, Ceidio, Llandudwen, Edyrn, Nevin, Dolbenmaen, Llanfihangel-y-Pennant, Clynnog, Llanllyfni.

To make and maintain a pier or jetty with all necessary works and conveniences connected therewith, to extend into the harbour of Porth-dynllaen two hundred yards or thereabouts, and at a point 248 yards or thereabouts from Garreg Ddu, and which said pier and works will be wholly situate in the said parish of Edyrn, in the said county.

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 or other roads and highways, streams, rivers, brooks, watercourses, and all other works within the said 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, pier, and works; and it is also intended by the said act to obtain all necessary powers to levy tolls, rates, and duties, and to grant exemption 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, pier, and works, and to raise money on the credits of the said railways, pier, and works.

And notice is hereby given, that duplicate plans and sections of the said intended railways, pier, and works, and books of reference to such plans, and a published map shewing the general line and direction of such intended railways, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Carnarvon, at his office at Carnarvon, in the same county; and that on or before the 30th day of November next, a copy of so much of the said plans and sections and books of reference, as relate to each of the parishes and extra-parochial places in or through which the said intended railways, pier, and works 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 13th day of November, 1860.

Richardson and Wansey, Solicitors, 50, Moorgate-street, London.

Wyatt and Co., Parliamentary Agents, Westminster.

Blackburn Waterworks.

(New Works; Extension of Limits; Provisions as to Capital; Repeal 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 authorize the Blackburn Waterworks Company (hereafter referred to as the Company) to make and maintain the following waterworks, with all proper gauge weirs, waste weirs, and other works and conveniences connected therewith respectively, that is to say:

A reservoir at or near a place called Fish Moor, and adjoining, or near to, and north-west of the existing Guide reservoir of the Company.

A reservoir on the waterside or Hoddlesden brook, adjoining or near to and north-west of the existing Hoddlesden compensation reservoir of the Company.

An aqueduct or watercourse, commencing at, in, or near the said Hoddlesden compensation reservoir, and terminating at, in, or near, the first-mentioned intended reservoir.

An aqueduct or watercourse, commencing at, in, or near the existing Pickup bank reservoir of the Company, and terminating in the first-mentioned intended aqueduct, at a point sixty yards, or thereabouts, north of the brook from the said Pickup bank reservoir, and nearly midway between the Red Earth Farm and Waterside Mill.

An aqueduct or line of pipes, commencing at or in the first-mentioned intended reservoir, and terminating at the turnpike road leading from Bolton to Blackburn, at or near a place called Nova Scotia, and at or near the spot where the Leeds and Liverpool canal passes under the said road.

All which reservoirs, aqueducts, watercourses and line of pipes, will be situate in the parishes, townships, and extra-parochial or other places following, or some or one of them, that is to say, Blackburn, Whalley, Yate Bank, Pickup Bank, Yate and Pickup Bank, Lower Darwen, Over Darwen, and Eccleshill, in the county of Lancaster.

And it is proposed by the said intended Act to authorize the Company to divert and impound in the said intended reservoirs, or one of them, and to appropriate to the purposes of their undertaking, or for compensation to mill-owners and others, Tinkler's Brook, Hoddlesden Brook, Waterside Brook, and all other brooks, streams, and waters that flow into, or pass, or may be intercepted, by the said intended reservoirs, aqueducts, or works, or any existing reservoir or work of the Company, all which said waters now flow directly, or derivatively, into the river Darwen, and thence into the river Ribble, and to authorize the Company to purchase, or take, on lease, by compulsion or agreement, all lands, buildings, streams, springs, and waters, in or near the several parishes, townships, and places aforesaid, which they may require for the purposes of the intended Act, or grants of rights, or easements in, to, over, or connected with any such lands, buildings, streams, springs, and waters, and to stop up, alter, or divert, temporarily or permanently, all highways, streams, pipes, and works which it may be convenient so to stop up, alter, or divert, in the construction or for the purposes of the intended works, and to vary or extinguish all existing rights and privileges connected with any such brooks, lands, buildings, streams, springs, and waters aforesaid, or which would interfere with the construction, maintenance, enjoyment, or use of the intended works, or any of them, and to confer other rights and privileges.

And it is proposed by the said intended Act to make the limits of the Company for the supply of water, to comprise the borough of Blackburn, and the whole or parts of the following townships, or some of them, that is to say: Lower Darwen, Livesey, Witton, Oswaldtwistle, and Little Harwood, and to confer upon the Company powers of breaking up streets and highways, and all other usual powers necessary or proper, for the purposes of such supply, and to authorize the taking of rates, duties, and charges, and to confer, vary, or extinguish, exemptions from payment of rates, duties, and charges.

And it is proposed by the said intended Act to repeal "The Blackburn Waterworks Act, 1845,"

and "The Blackburn Waterworks Act, 1849," and to re-enact, with amendments, certain of the provisions thereof; and to fix and regulate the capital of the Company, and to authorize the Company to raise more money by mortgage, and, by the creation of shares, with or without preference or priority, in payment of dividend or other advantages; and to alter and reduce the amount of the £6 10s. shares, or the amount to be paid-up in respect thereof; and to convert or authorize the conversion into consolidated stock, of all or some of the shares, for the time being, of the Company, and the conversion of the Company's mortgages, for the time being, into debenture shares or debenture stock, entitled to dividends not exceeding the rate of four pounds per centum per annum upon the amount of such last-mentioned shares or stock.

And notice is hereby given that on or before the 30th November, 1860, the following deposits of documents will be made, that is say:

1. With the Clerk of the Peace of the county of Lancaster, at his office in Preston, a plan and section (each in duplicate) of the intended reservoirs and aqueducts, showing the line and works thereof respectively, and the lands upon which they are to be made; a book of reference to the plan, and a copy of this notice.

2. With the parish clerk of every parish in which any portion of the works will be situate, or any land to be taken lies, at the residence of such parish clerk, a copy of so much of the said plan, section, and book of reference, as relates to that parish, and a copy of this notice.

And that on or before the 22nd of December printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 12th day of November, 1860.

Thomas Ainsworth, Solicitor for the Bill.

Vale of Clwyd Railway.

(Extension to the North-West Shore of the River Clwyd at Foryd; Construction of Pier and Wharf there; Additional Capital; and Amendment of Act.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to alter, amend, enlarge, or repeal all or some of the provisions of "The Vale of Clwyd Railway Act, 1856," and to enable the Vale of Clwyd Railway Company to effect the following objects, or some of them, that is to say:—

To make and maintain a railway, with all proper stations, approaches, works, and conveniences connected therewith, commencing by a junction with the authorized line of the Vale of Clwyd Railway at or near the Foryd Station thereon, and terminating at the north-east end of the intended pier and wharf (hereafter described) on the north-west shore of the River Clwyd, opposite to the Packet Hotel on the south-east side of the said river; and in connection with the said proposed railway, to make and maintain a pier and wharf, with all necessary warehouses, sheds, buildings, and landing and shipping places and conveniences, commencing at a point opposite the said Packet Hotel, at the termination of the railway hereinbefore described, and extending along the north-west shore of the River Clwyd, and terminating about three hundred yards westward of the said point; which said intended railway, pier, and wharf, will be wholly situated within the townships of Towyn-ucha and Towyn-issa, in the parish of Abergele, in the county of Denbigh. To purchase, by compulsion

or otherwise to acquire lands, houses, buildings, and hereditaments for the purposes of the said proposed railway, pier, and wharf, and works connected therewith respectively, and to vary, repeal, or extinguish all existing rights and privileges in any manner connected with the lands, houses, buildings, and hereditaments so to be purchased or acquired, or which would impede or interfere with the construction, maintenance or use of the said proposed railway, pier, wharf, and works; and to confer other rights and privileges.

To cross, use, alter, divert, or stop up, temporarily or permanently, all turnpike and other roads, highways, streets, bridges, railways, tramways, footways, aqueducts, canals, streams, and rivers, with which it may be necessary to interfere for or by reason of the construction of the said proposed railway and works.

To levy tolls, rates, and charges, for and in respect of the use of the said proposed railway, pier, and wharf, and the works, conveniences, and accommodation connected therewith; to alter existing tolls, rates, and charges, and to grant exemptions from the payment of tolls, rates, and charges.

To raise additional capital as well for the completion and general purposes of their undertaking as now authorized, and the discharge of the debts and liabilities affecting the same as for the objects and purposes of the said intended Act, by the creation and issue of new shares, and by borrowing, or by either of those means, and to attach to those new shares or to a portion of them such perpetual or terminable preference or priority in the payment of dividends or other special privileges as may be considered expedient.

Maps, plans, and sections, shewing the direction, line, and levels, of the said proposed railway, pier, wharf, and works, and the land and houses to be taken for the purposes thereof, 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 30th day of November, in the present year, for public inspection, with the Clerk of the Peace for the county of Denbigh, at his office at Ruthin, and a copy of the said plans, sections, and books of reference, and also a copy of the said Gazette notice, will be deposited on or before the said 30th day of November, with the parish clerk of the said parish of Abergele, at his residence.

Copies of the Bill for effecting the objects aforesaid, will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 8th day of November, 1860.

*Richard Williams, Vale-street, Denbigh,
Solicitor for the Bill,*

*Muggeridge and Bell, 26, Duke-street,
Westminster, Parliamentary Agents.*

Elton and Blackburn Roads.

(Extension of Term; Amendment or Repeal of Act; Increase or Alteration of Tolls; New Provisions for Application thereof; and for other Purposes.)

NOTICE is hereby given that application is intended to be made to Parliament in the next session, for leave to bring in a Bill, and to obtain an Act to continue and extend the term, and to alter, amend, extend, and enlarge the powers and provisions, or some of the powers and provisions of an Act of Parliament passed in the tenth year of the reign of King George the Fourth,

intituled "An Act for Repairing, Improving, and Maintaining in Repair the Road from Brandlesome Moss Gate, in the township of Elton, to the Duke of York Public House, in the township of Blackburn, and a Branch Road therefrom, all in the county Palatine of Lancaster;" or to repeal the said Act, and to obtain another Act in lieu thereof, with further and more effectual powers and provisions, and to create a further term with reference to the said roads.

And notice is hereby further given, that it is intended to apply for powers to levy and collect tolls upon the said roads, or some part or parts thereof; to continue, alter, vary, or increase the existing tolls authorized to be taken by the said Act on the said roads; to continue, alter, vary, or extinguish existing exemptions from payment of tolls on the said roads, and other rights and privileges, and to confer other exemptions, rights, and privileges; and it is intended by the said Bill and Act, to alter or vary the application of the money arising from the tolls to be levied and collected upon the said roads, and to alter or vary the existing provisions relative to the payment of the principal and interest of the debts due and owing on the credit of the tolls levied and collected upon the said roads, and to pay off, compound, or make other arrangements with respect to the existing mortgages, debts and charges, on the said roads, and the tolls levied thereon; and to provide for continuing or altering the present and fixing the future rate of interest to be payable in respect of such debts, and the proportions of tolls to be applied in payment of the charges and liabilities to be made payable under such Bill and Act; and to make other provisions with respect to all existing and any unclaimed debts, and with respect to the liquidation or extinguishment of any arrears of interest thereon, and of other charges and liabilities on the said roads, and with respect to the ordering, arranging, and confirming the securities of the creditors, upon the tolls authorized to be levied and collected upon the said roads, and generally to make such other provision for the future conduct and management of the said roads, as parliament shall deem proper or necessary.

And notice is hereby also given, that printed copies of the proposed Act will be deposited in the Private Bill Office of the House of Commons, on or before the 22nd day of December next.

Dated this eighth day of November, 1860.

W. H. Norris, Clerk to the Trustees.

Birmingham Canal Navigations.

(Additional Capital; Extending Duration of Netherton Tunnel Toll, and Extending Guarantee of London and North Western Railway Company; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to confer further powers upon the Company of Proprietors of the Birmingham Canal Navigations, and to enable that Company to raise a further sum of money for the purpose of completing the tunnel and other works authorized to be made by "The Birmingham Canal Navigations Act, 1855," for the purchase of lands and minerals required in and for the formation and maintenance of the said tunnel and other works, and for other purposes, by the creation of new shares, or by borrowing on mortgage or bond, or by either or both of such means, and to make

other arrangements with reference to, and to regulate the capital and mortgage debt of the Company.

And it is also intended by the said Bill to effect the following objects, or some of them, (that is to say):—

To continue the gross toll of 4*d.* per ton by the Birmingham Canal Navigations Act, 1855, and The Birmingham Canal Navigations Act, 1858, or one of them, authorized to be demanded and taken by the Company until the further sum so proposed to be raised, or such part thereof as may be expended in or about the completion of the said tunnel and other works, and the purchase of such lands and minerals as aforesaid, with interest, and expenses of the said Act, shall have been fully repaid and satisfied.

To extend the guarantee and liability of the London and North Western Railway Company, under "The London and Birmingham Railway and Birmingham Canal Arrangement Act, 1846;" "The Birmingham Canal Navigations Act, 1855;" and "The Birmingham Canal Navigations Act, 1858;" or otherwise in respect of the said Company of Proprietors, to the said further sum so proposed to be raised, whether the same be raised by shares or by mortgage or bond, in respect of which such guarantee and liability shall attach.

To alter, amend, or repeal, so far as necessary for the purposes of the said intended Act, the provisions, or some of the provisions of the several Acts of Parliament following, or some of them, that is to say: Local and personal Acts 5 William 4, chapter 34; 3 Victoria, chapter 61; 3 Victoria, chapter 24; 3 Victoria, chapter 56; 7 Victoria, chapter 11; and 9 and 10 Victoria, chapters 244 and 269; "The Birmingham Canal Navigations Act, 1854;" "The Birmingham Canal Navigations Act, 1855;" and "The Birmingham Canal Navigations Act, 1858;" all relating to the Birmingham Canal Navigations; and the local and personal Acts 3 and 4 William 4, chapter 36; 5 and 6 William 4, chapter 56; 1 Victoria, chapter 64; 2 and 3 Victoria, chapter 39; 6 and 7 Victoria, chapter 64; 8 and 9 Victoria, chapters 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Victoria, chapter 67; 9 and 10 Victoria, chapters 80, 82, 152, 182, 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 Victoria, chapter 28; 14 and 15 Victoria, chapter 94; 15 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, chapters 130 and 131; 22 and 23 Victoria, chapters 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Victoria, chapters 77 and 79; all relating to the London and North Western Railway Company.

And notice is hereby lastly given, that on or before the 22nd 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 twelfth day of November, 1860.

Ingleby, Wragge, and Evans, Solicitors,
Birmingham.

South Staffordshire Railway.

(Railway from Norton Branch to Cannock Chase Railway; Purchase or Lease of Cannock Chase Railway, or Working Arrangements with Proprietor; Running Powers over part of Cannock Mineral Railway; Additional Lands at or near Walsall Station, Trent Valley Junction and Great Bridge Station, and Sale or Lease of Lands to South Staffordshire Water Works Company; Additional Share and Loan Capital; Debenture or Preferential Stocks; Powers to lease New Works; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill for all or some of the purposes following, and to confer upon the South Staffordshire Railway Company (hereinafter referred to as "the Company") all or any of the powers hereinafter mentioned (that is to say):

To authorize the Company to make and maintain the several railways next hereinafter mentioned, or either of them, or any parts thereof (that is to say):

First. A Railway commencing by a junction with the Norton Branch of the South Staffordshire Railway, in the parish of Norton, otherwise Norton Canes, otherwise Norton-under-Cannock, in the county of Stafford, at or near the bridge by which the Watling-street turnpike-road, numbered 65 on the plans of the said Branch, deposited with the Clerk of the Peace for the county of Stafford, in November 1853, and referred to in "The South Staffordshire Railway Act, 1854," is carried over the said Branch Railway, and passing, from, in, through, and into the several parishes, townships, and extra-parochial places of Norton Common, Norton, otherwise Norton Canes, otherwise Norton-under-Cannock, Biddulph Pool, Pig Sty Bank, Norton Field, Two Oaks, Coney Mill, Warren Field, Hoar Thorns, The Hollies, Noddy Field, Court Bank Cover, Cooper's Lodge, New Hayes, Old Lodge Hill, Hammerwich, Saint Michael Lichfield, Burntwood, Cannock, and Longdon, or some of them, in the county of Stafford, and terminating in the said parish of Cannock at or near the eastern terminus common to the two several railways authorized to be made by "The Cannock Chase Railway Act, 1860," at or near Cooper's Lodge, on Cannock Chase:

Secondly. A railway commencing by a junction with the said intended railway firstly hereinbefore described in the said parish of Cannock, at or near the eastern terminus of the said several railways authorized to be made by the said Cannock Chase Railway Act, 1860, at or near Cooper's Lodge on Cannock Chase aforesaid, and passing from, through, and into the several parishes, townships, and extra-parochial places of Cannock, Cooper's Lodge, Bentley Brook, and Hednesford, or some of them, in the county of Stafford, and terminating by a junction with the Cannock Mineral Railway near the Hednesford Station of that Railway, in the said parish of Cannock, in the said county of Stafford:

To construct stations, conveniences, sidings, junctions with other railways, and all proper works and conveniences; to authorize deviations from the lines and levels of the works as defined on the plans and sections hereinafter mentioned,

and the stopping up, diversion, crossing under, over, or on the level of any turnpike roads, highways, railways, canals, navigations, and rivers which may be interfered with by the railways and works.

To authorize the Company to alter and enlarge the Walsall station of the Company, and the sidings and conveniences thereto, such enlargements to be situated on the eastern side of the existing line and station, and between Littleton Road and Tasker's Lane Crossing, the whole of which works and the lands to be purchased will be situated in the township of the borough of Walsall, and the township of the foreign of Walsall, severally in the parish of Walsall, in the county of Stafford:

To authorize the Company to alter and enlarge the Great Bridge Station of the Company, and the sidings and conveniences thereto, such enlargements to be situated on the south-east side of the existing line and station, and adjoining the canal basins of the Company on the Walsall level of the Birmingham Canal, the whole of which works and the lands to be purchased will be situated in the parishes of Tipton and Westbromwich, severally in the county of Stafford:

To enable the Company to purchase compulsorily, for the purposes of their existing and authorized works, and for enlarging, extending, and making stations, sidings, and communications in connection with the Railway of the Company and the Trent Valley line of the London and North Western Railway Company, and of the existing junction of such lines, the following lands and houses, or any of them (that is to say): certain lands and property to the south of the said Trent Valley line of the London and North Western Railway, and to the east and west of the railway of the Company at or near the Trent Valley junction of the said Railways, in the parishes and townships of Saint Michael Lichfield and Streethay, or one of them, in the county of Stafford:

To enable the Most Honourable the Marquess of Anglesea or other the proprietor entitled under the Act hereinafter mentioned to grant, and the Company to accept, a lease of, and to enable the said Marquess and other the proprietor aforesaid, to sell and transfer and the Company to purchase the undertaking, powers, rights, and privileges of the said Marquess in certain railways, tramways, and works authorized to be made by "The Cannock Chase Railway Act, 1860," and upon such lease or purchase and transfer to provide for the exercise by the Company of all the powers of the said Marquess under the said Act, whether with reference to the execution of works, the purchase of lands, the levying of rates or tolls, the maintenance of the railways or otherwise; and in the event of such sale and transfer, it is intended to repeal the said Act and to constitute the said railways and works so sold and transferred part of the undertaking of the South Staffordshire Railway Company; it is also intended to alter or repeal the rates, tolls, and duties authorized to be taken by the said Act, and to vary or extinguish any rights, powers, or privileges which may have been or might be acquired under the same, and to extend to the South Staffordshire Railway Company and their lessee similar powers of making and carrying into effect working and other arrangements to those contained in the 14th section of the said Act, and to enable the said Marquess or proprietor to enter into any such arrangements, and in the event of any such purchase, lease, or working arrangements, to authorize the Company to carry passengers and goods on the railways:

To authorize the Company to sell or let, and the South Staffordshire Waterworks Company to purchase or lease for the purposes of the undertaking of the last-mentioned Company, a certain piece of land situated in the parish of Dudley, in the county of Worcester, and lying on the north side of the Tipton and Dudley turnpike road at or near the place where the same road is carried by a bridge over the railway of the said Company at or near the Dudley station of the said Company, and at or near the Nether Trindle turnpike gate, and to enable those Companies to carry into effect any arrangements with reference thereto, or any other matters connected with their respective undertakings :

To levy rates, tolls, and duties for the use of the intended railways and works, to alter existing or authorized rates, tolls, and duties, and to vary or extinguish exemptions from tolls, rates, and duties, and to vary and extinguish rights and privileges, and to confer other rights and privileges :

To authorize the Company to purchase by compulsion the lands, houses, and property required for the purposes of the Bill, and to purchase other lands by agreement, and to authorize the lease of lands, and the acquisition of any right or easement in or over the same :

To authorize the Company, for all or any of the purposes of the Bill, and for the general purposes of their undertaking, to raise further sums of money by an increase of their share capital, and by borrowing on mortgage or bond, and to make further and other provisions with reference to the augmentation and regulation of the share capital and borrowing powers of the Company, and the application of any authorized capital to the purposes of the Bill :

To authorize the Company, for the conversion or redemption of their existing debenture debt, or any part thereof, or for raising money in lieu of borrowing on mortgage or bond, to create and issue debenture stock or annuities, bearing in priority of all the other shares or stock of the Company a preferential or guaranteed rate of interest or dividend, whether fixed, redeemable, or irredeemable, or subject to such other conditions as may be authorized by the Bill :

To enable the Company and their lessee to run over and use with their engines and carriages, and to carry traffic over that part of the Cannock Mineral Railway which is situate between the junction with that railway of the secondly described railway and the Cannock Station of the Company at or near Cannock, and to use the stations, works, and conveniences on that portion of railway on terms to be settled by agreement or arbitration, and to alter and regulate the tolls on that portion of the railway, and to require facilities to be afforded by the Cannock Mineral Railway Company and any Company working their railway for the reception and transmission of traffic of the Company :

It is intended to alter, amend, enlarge, or repeal some of the provisions of the following Acts, or any of them ; namely : " The Cannock Chase Railway Act, 1860 ;" " The Cannock Mineral Railway Acts, 1855 and 1857 ;" " The South Staffordshire Junction Railway Act, 1846 ;" " The Trent Valley, Midlands and Grand Junction Railway Act, 1846 ;" and " The South Staffordshire Railway Acts, 1847, 1851, 1854, 1855, 1859 ;" and " The South Staffordshire Railway Leasing Act, 1850 ;" and any other Acts relating to the South Staffordshire Railway Company ; the Act (local and personal) 16 and 17 Vict. cap. 133, and any other Acts relating to the South Staffordshire

Waterworks Company ; and to extend to the railways and works to be made, purchased, or leased under the Bill, the powers of lease to John Robinson M^cClean contained in the before-recited South Staffordshire Railway Acts, or any of them, and to make all necessary provisions for the exercise by the lessee of all the powers of the Company with reference thereto, and whether affecting the conduct of the traffic, the maintenance of the works, the levying of tolls, or otherwise :

To incorporate with the Bill " The Lands Clauses Consolidation Act, 1845 ;" " The Lands Clauses Consolidation Acts Amendment Act, 1860 ;" " The Companies Clauses Consolidation Act, 1845 ;" and " The Railways Clauses Consolidation Act, 1845 ;" or some part or parts of such Acts respectively :

On or before the 30th day of November instant, maps, plans, and sections, describing the direction, lines, and levels of the said intended railways and works, and the lands which may be taken for the purposes of the same, and also the lands which may be taken compulsorily under the powers of the Bill, 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 the lands and houses which may be taken under the powers of the Bill, and also a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the said county of Stafford, at his office in Stafford in such 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 through or in which the said intended railways and works are intended to be made, or the lands and houses to be taken compulsorily, are situate, 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.

Printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 22nd day of December next.

Dated this 13th day of November, 1860.

Barnett, Marlow, and Barnett, Solicitors,
Walsall.

Dyson and Co., 24, Parliament-street,
Parliamentary Agents.

Downpatrick and Newry Junction Railway.

(Incorporation of Company ; Railways from Downpatrick to Newry, and to Dublin and Belfast Junction, and Newry and Armagh Railways ; Powers to and over Belfast and County Down ; Dublin and Belfast Junction ; Newry and Armagh ; Newry, Warrenpoint, and Rostrevor ; and the Portpatrick Railway Companies.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to introduce a Bill to incorporate a Company (herein called " The Company ;" and to confer on such Company power to make and maintain the railways hereinafter mentioned, or some or one of them, or some part or parts thereof, with all proper, suitable, or incidental works, stations, roads, approaches, and conveniences connected therewith respectively,

and to effect the objects hereinafter mentioned, or some of them, that is to say:—

1. Railway from Downpatrick to Newry.—A main line of railway commencing by a junction with the Belfast and County Down Railway, at a point in the townland of Demesne of Down, parish of Down, and county of Down, about fifty yards distant from and southward of the covered wooden platform at the Downpatrick Station of said railway, passing thence from, in, through, or into the several parishes, townlands, extra-parochial, and other places, or some of them, all situate in the county of Down (that is to say); the townlands of Demesne of Down, Ballydugan, Bonycastle, Ballykilbeg, Cargagh, Ballyrolly, Ballykeel, all in the parish of Down; the townland of Ringreagh, in the parish of Kilclief; the townland of Ballykinler Lower, in the parish of Ballykinler; the townlands of Creeghduff, Clough, and Ardilea, in the parish of Loughinisland; the townlands of Cloghran, Dundrum, Moneylane, Wateresk, Dundrinne, and Castlewella, all in the parish of Kilmegan; the slob or shore of Dundrum Inner Bay, in or adjoining to the said townlands of Cloghran, Dundrum, and Ardilea; the townlands of Ballyloughlin, Ballyginny, and Drumeel, all in the parish of Maghera; the towns of Dundrum and Maghera; the townland of Ballymagreehan, in the parish of Drumgooland; the townlands of Burrenbane, Burrenreagh, Moneyscalp, Drumena, Slievenalargy, Moyad, Ballymoney, Fofannyreagh, Fofannybane, and Letalian, all in the parish of Kilcoo; the townlands of Drumbonniff, Kinghill, Cbragh, Ballynagappoge, and Ballycoshone Lower, all in the parish of Clonduff; the townlands of Moneygore, Cavan, Drumarkin, Drumdreenagh, Tirfergus, Rosseonor, Aghnavallag, and Lissize, all in the parish of Drumballyrone; the townlands of Lissize, Drumlough, Tullyquilly, Barnmeen, Drumgreenagh, Lurganahone, and Ballykeel, all in the parish of Drumgath; the townlands of Ardarragh, Finard, Lisnaree, Shinn, Castle Enigan, Carnacally, Savalmore, Savalbeg, Turmore, Cloghanramer, Damolly, and Drumcashellone, all in the parish of Newry; the townlands of Lisdrumgullion and Ballinlare, in the parish of Newry and county of Armagh, and terminating in or near a field in the said townland of Lisdrumgullion, now or lately in the possession of Thomas Armstrong, adjoining the station ground of the Newry and Armagh Railway, and abutting on the street leading from said station ground to Corry-square, in the town of Newry; together with a short branch railway wholly in the said townlands of Lisdrumgullion and Ballinlare, commencing by a junction with the said main line near the termination thereof, in or near a field in the said townland of Lisdrumgullion, now or lately in the occupation of Patrick Dempsey, on the east side of the Newry and Armagh Railway, opposite the first quarter mile post from the Newry Station of said last-mentioned railway, and terminating by a junction with the Newry and Armagh Railway, at a point about forty yards distant from, and north of the Water Tank House at the last-mentioned station; also a short branch railway, commencing by a junction with the said main line, at a point on or near the said shore of the inner Bay of Dundrum, about eighty yards east of a house situate in the townland of Cloghran aforesaid, close to the public road

from Dundrum to Downpatrick, and now or lately in the occupation of John Kelso, and terminating on the Quay of Dundrum, at or near the capstan at the south-west angle of the said quay; which said intended railway will be situate wholly within the said townlands of Dundrum, Cloghran, and on part of the said shore or slob of the inner Bay of Dundrum.

2. Railway to join Dublin and Belfast Junction Railway.—A railway commencing by a junction with the said main line of railway, in the townland of Savalbeg, in the parish of Newry, in the county of Down, at the mearing between said townland of Savalbeg and the townland of Carnacally, at a point about one hundred and sixty yards distant, measuring along the said mearing northwards from the point of meeting of the mearings of the three townlands of Savalbeg, Carnacally, and Turmore, all in the parish of Newry and county of Down, passing thence from, in, through, or into the several parishes and townlands, or some of them (that is to say), the townlands of Savalbeg, Carnacally, Turmore, Corcreeghy, Lisduff, and Carnmeen, in the parish of Newry, in the county of Down; the townlands of Lurganare and Drummiller, in the parish of Donaghmore, in the county of Down; the townlands of Kilmonaghan, Cloghinny, and Goragh, in the parish of Killeavy and county of Armagh, and terminating by a junction with the Dublin and Belfast Junction Railway, at or near the south side of the bridge carrying the Dublin and Belfast Junction Railway over the boundary between the said townlands of Kilmonaghan and Cloghinny.

3. Railway to join Newry and Armagh Railway.—A railway commencing by a junction with the said main line of railway, in the said townland of Savalbeg, at the spot hereinbefore described as the commencement of the railway to the Dublin and Belfast Junction Railway, passing thence from, in, through, or into the several parishes and townlands, or some of them, that is to say, the townlands of Savalbeg, Carnacally, Turmore, Corcreeghy, Lisduff, and Carnmeen, in the parish of Newry, in the county of Down; the townlands of Lurganare and Drummiller, in the parish of Donaghmore, in the county of Down; the townland of Goragh, in the parish of Killeavy, in the county of Armagh, and terminating by a junction with the Newry and Armagh Railway, at a point one quarter of a mile from, and south of the signal post on the south of the platform of the Goragh Wood Station, in the townland of Goragh, parish of Killeavy, and county of Armagh.

The Bill will take power to purchase by compulsion or agreement such lands, houses, and hereditaments as may be required for the said proposed railways and works, and to vary and extinguish all existing rights and privileges in any manner connected with the said property, or which would interfere with the construction, maintenance, or use of the said proposed railways and other works, and also to levy tolls, rates, and charges, upon or in respect of the said proposed railways and other works, and to grant exemptions from the payment of all or any of such tolls, rates, and charges: and the Bill will confer on the Company all the rights, powers, and privileges which "The Lands Clauses Consolidation Act, 1845," (so far as it is consistent with "The Railways Act (Ireland) 1851," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," "The Railways

Act (Ireland) 1851," and "The Companies Clauses Consolidation Act, 1845," confer upon Companies for the construction of railways and otherwise: It will also enable the intended Company to cross, divert, alter, or stop up, whether temporarily, or permanently, all turnpike or other roads, rivers, streams, drains, sewers, canals, navigations, reservoirs, aqueducts, railways and tramways within the said several parishes, townlands, extra-parochial and other places, or such of them, as it may be necessary to cross, divert, alter, or stop up, for the proper construction and maintenance, or for the purposes of the said proposed railways:

The Bill will also authorize the Company, on the one hand, and the Belfast and County Down, the Dublin and Belfast Junction, the Newry and Armagh, the Newry, Warrenpoint, and Rostrevor, and the Portpatrick Railway Companies, or any of them, on the other hand, to make contracts and arrangements for the following purposes, or any of them, that is to say:—the constructing, maintenance, running over, use, and working of the undertakings, or any part of the undertakings, of the contracting parties, and the management, interchange, and apportionment of the traffic, and of the receipts arising from the traffic, of the same undertakings, or of any part thereof, and the supply of rolling stock, machinery, and servants for the conduct of such traffic, and also to authorize the last-named Companies, or any of them, to contribute money towards the making of the said intended railways, or of any specific portions thereof, or themselves to undertake the construction of such portions of railway, and to hold shares in the said intended undertaking, or any part thereof, and to guarantee such dividend, interest, or other payment as may be agreed on, and for the purposes aforesaid, or any of them, to apply any capital or funds now or hereafter belonging to the same Companies respectively, and 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 preference or priority in payment of interest or dividends, or by borrowing on mortgage or bond; and to enable the said Companies, or any of them, to appoint directors and to vote at meetings of the Company; and to appoint joint committees for carrying into effect any of the purposes of such contracts, and to delegate to such joint committees any of the powers possessed by the directors of the contracting Companies over their respective undertakings.

The Bill will enable the intended Company, and all other persons lawfully using the intended railways, to use with their engines, carriages, and servants, the following portion of railway, and the stations, watering-places, conveniences, and works connected therewith, upon such terms and conditions, and subject to such payments or other consideration as the Bill shall define, or as shall be settled by arbitration, namely:—

That part of the Dublin and Belfast Junction Railway which lies between the point of junction therewith of the intended railway and the point at which the Dublin and Belfast Junction Railway joins or is contiguous to the Newry and Armagh Railway, at or near the station at Goragh Wood, belonging either jointly or severally to the Dublin and Belfast Junction and the Newry and Armagh Railway Companies:

The said station at Goragh Wood:

The Bill will require the two last-named Companies to afford to the intended Company, and to all persons using their railway, all proper facilities

for the receiving, accommodation, forwarding, and interchange of traffic of all sorts coming from or destined for the intended railway, upon such pecuniary and other terms and conditions as the Bill shall define, or as shall be settled by arbitration:

For the purposes aforesaid, or any of them, it is intended by the said Bill to alter, amend, extend, enlarge, or repeal, as far as may be necessary, all or any of the powers and provisions of the Acts following, that is to say, the several Acts of Parliament relating to the Dublin and Belfast Junction Railway Company, and amongst them the 8th and 9th Victoria, chapter 130; the 10th and 11th Victoria, chapter 111; 10th and 11th Victoria, chapter 180; 13th and 14th Victoria, chapter 11; 16th Victoria, chapter 19; the Portpatrick Railway Act, 1857; the Belfast and County Down Railway Act, 1855; the Belfast and County Down Railway Amendment Act, 1860; the Newry and Armagh Railway Act, 1857; and the Newry and Armagh Railway Amendment Act, 1859; and the Newry, Warrenpoint, and Rostrevor Railway Acts, 1846, 1857, and 1860 (9th and 10th Victoria, chapter 245; 20th and 21st Victoria, chapter 61; and 23rd and 24th Victoria, chapter 87):—

Duplicate plans and sections, describing the lines, situations, and levels of the proposed works, and the lands, houses, and property in or through which the same works are to 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 respectively, also a published map with the lines of the said intended railways delineated thereon, and a copy of this notice, will, on or before the thirtieth day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Down, at his office in Downpatrick, in the said county of Down, and with the Clerk of the Peace for the county of Armagh, at his office in Armagh, in the said county of Armagh; and on or before the same day copies of so much of the said plans and sections, and book of reference, as relates to each of the parishes in or through which the proposed works are intended to be made, and a copy of this notice, will be deposited with the clerks of the unions within which the above-named parishes are respectively included, that is to say: so far as relates to the parishes of Down, Kilclief, Ballykinler, Loughinisland, and Kilmegan, in the union of Downpatrick, with the clerk of the union of Downpatrick, at the Downpatrick union workhouse, near the town of Downpatrick, in the county of Down; so far as relates to the parishes of Drumballyrone, Newry, and Drumgooland, in the union of Banbridge, with the clerk of the Banbridge union, at the Banbridge union workhouse, near the town of Banbridge, in the county of Down; so far as relates to the parishes of Maghera and Kilcoo, in the union of Kilkeel, with the clerk of the Kilkeel union, at the Kilkeel union workhouse, near the town of Kilkeel, in the county of Down; so far as relates to the parishes of Clonallen, Drumballyrone, Drumgath, Newry, Killeavy, Clonduff, and Donaghmore, in the union of Newry, with the clerk of the Newry union, at the Newry union workhouse, near the town of Newry, in the county of Armagh.

Copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, before the 23rd day of December, 1860.

Dated this 6th day of November, 1860.

Hugh Wallace and Co., Solicitors for the Bill, Downpatrick, 79, Victoria-street, Belfast, and North Great Georges-street, Dublin.

Much Wenlock, Craven Arms, and Coalbrookdale Railway.

(Incorporation of Company; Construction of Railways from Much Wenlock to join the Shrewsbury and Hereford Railway at Marsh Farm, and at the Craven Arms Station from Much Wenlock and Severn Junction and Severn Valley Railways to Coalbrookdale and Lightmoor Station, near Coalbrookdale; Powers to use portions of the Shrewsbury and Hereford and of the Severn Valley, also the Much Wenlock and Severn Junction, and the Wellington and Severn Junction Railways; Powers for the Much Wenlock and Severn Junction, the Wellington and Severn Junction, the Severn Valley, West Midland, and Great Western Railway Companies to subscribe to undertaking; Working and other arrangements with those 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 for all or some of the purposes following; that is to say:—

To incorporate a Company, hereinafter called the Company, and to confer on such Company powers of making and maintaining the following railways and works, or any of them, or any part or parts thereof; that is to say:—

A railway commencing by a junction with the Much Wenlock and Severn Junction Railway (now in course of construction) at or near the point where such railway is being made over a certain street or turnpike road called Shineton Street, in or near the town of Much Wenlock, in the parish of Much Wenlock, in the county of Salop, and terminating by a junction with the Shrewsbury and Hereford Railway, in the townships of Felhampton and Grove, or one of them, in the parish of Wistanstow, in the said county, at or near to a farm called Marsh Farm, in or near a field belonging to the Reverend Henry Thursby Pelham, and occupied by Richard Urwick, Esquire, and from thence by a line contiguous to the Shrewsbury and Hereford Railway to and terminating at or near the Craven Arms Station, in the township of Newton and parish of Stokesay, in the said county, by another junction with the said Shrewsbury and Hereford Railway.

A railway commencing by a junction with the branch to the River Severn of the Much Wenlock and Severn Junction Railway, at or near the point where such branch crosses under the Severn Valley Railway, in the parish of Buildwas, in the said county of Salop, proceeding thence across the River Severn to a wood and cinder bank (the property of the Coalbrookdale Company), adjoining the lower works of the Coalbrookdale Company's Ironworks, in Coalbrookdale, in the township or parish of Madeley, in the said county of Salop, and thence to and terminating at or near the Lightmoor Station of the Wellington and Severn Junction and Great Western Railway Companies, in the parish of Madeley aforesaid and in the parish of Dawley, in the said county of Salop, the property of the said last-named Companies or one of them.

A railway commencing by a junction with the Severn Valley Railway, in the parish of Buildwas aforesaid, at or near a point $7\frac{1}{2}$ chains from the crossing under the railway of the said branch of the Much Wenlock and Severn Junction Railway, and terminating by a junction with the last-mentioned intended railway, at or near the point of its crossing the River Severn, in the township of and parishes of Buildwas and Madeley aforesaid, or some or one of them.

An enlargement of the station proposed or now in course of construction by the Much Wenlock and Severn Junction Railway Company, near New Barn, at or near the junction of such railway with the Severn Valley Railway, in the parish of Buildwas, in the county of Salop; and the formation of an approach road to such station, commencing in the turnpike road from Wenlock to Buildwas, near the crossing of that road by the Severn Valley Railway, and terminating at the said station near New Barn aforesaid, all in the said parish of Buildwas; a diversion and stopping-up of the public highway, called the Wyke Road, from its junction with the turnpike road lastly mentioned, in the said parish of Buildwas, to a point on such road, distant 18 chains or thereabouts, south of New Barn aforesaid, and the formation of a new road in lieu thereof, commencing at the before-mentioned junction of the approach road to the said turnpike-road, following the course of the said approach road to or near New Barn, and thence to the point where the diversion terminates, at or near the point about 18 chains south of New Barn, all in the said parish of Buildwas.

To construct stations, approaches, communications, sidings, bridges, junctions with other railways, and all proper works and conveniences in connection with the said intended railways; to authorize deviations from the lines and levels of the works as defined on the plans and sections hereinafter mentioned, and the stopping-up, diversion, crossing under, over, or on the level, and the alteration of any turnpike roads, highways, canals, railways, navigations, and rivers, which may be interfered with by the intended railways and works.

Which said intended railways, communication, and works, will pass from, in, through, or into, or be situate in the several parishes, townships, and extra-parochial places following, or some of them (that is to say): Madeley, Dawley, Buildwas, Much Wenlock, Hughley, Easthope, Cardington, Eaton-under-Heywood, Rushbury, Acton Scott, Wistanstow, Halford, Sibdon, Stokesay, Lightmoor, Coalbrookdale, Bradley, Wyke and Farley Wenlock, Presthope, Lushcott, Longville, Rushbury, Eaton, Hatton, Tickerton, East Wall, Hungerford, Millichope Upper, Wolverton, Henley, Acton Scott, Alcaston, Felhampton and The Grove, Strefford, Cheney Longueville, Woolston, Wittingslow, Newton, and Craven Arms, all in the county of Salop.

To authorize the Company to purchase by compulsion the lands, houses, and property, to be described in the plans hereinafter-mentioned, and to purchase other lands by agreement, and to authorize the lease of lands and the acquisition of any right or easement in or over the same, also to levy tolls, rates, and duties, for the use of the intended railways, and it is intended to confer, vary, or extinguish, exemptions from tolls, rates, and duties, and to confer, vary, or extinguish, other rights and privileges which may interfere with any of the objects of the Bill.

To confer upon the Company to be incorporated by the Bill, and all other companies using the railways to be authorized by the Bill, or any of them, powers of carrying traffic, and working over and using with their engines and carriages, upon terms and conditions to be prescribed in the Bill or settled by arbitration, the portion of the railways of the Shrewsbury and Hereford Railway Company, between the junction of the first-mentioned intended railway and the Craven Arms Station, including the use of such station, and the portion of the Severn Valley Railway between the junction therewith of the Much Wenlock and Severn Junction Railway, and the

point of divergence from the Severn Valley Railway of the railway last described; also the Wellington and Severn Junction Railway, and the Lightmoor Station of that Company, and of the Great Western Railway Company, or one of them, and the Much Wenlock and Severn Junction Railway, and of using the stations, sidings, watering-places, works, and conveniences, upon those railways, or respective portions of the before-mentioned railways, including the terminal stations upon such portions for all purposes of traffic or otherwise, and to require the Shrewsbury and Hereford, Much Wenlock and Severn Junction, and Severn Valley Railway Companies, and West Midland Railway Company, as lessees of the Severn Valley Railway, and the Wellington and Severn Junction, and Great Western Railway Companies respectively, to afford facilities for the passage, reception, delivery, and transmission of traffic over their railways to and from the intended railways, or any of them, and to make provision for through booking, the use of booking-offices and stations, and all other matters necessary for facilitating the traffic of the intended railways, or any of them, in connection with the railways of those Companies respectively, in respect of any of the matters aforesaid, and the fixing of tolls, fares, and charges, by arbitration or otherwise.

To authorize the Much Wenlock and Severn Junction, the Shrewsbury and Hereford, the West Midland, the Severn Valley, and Great Western Railway Companies, or any of them, to contribute and subscribe for, and hold shares in, the capital of the intended Company, and to apply their existing or authorized capital for such purpose, or to raise further sums of money by new shares, with or without a preference or priority in payment of dividend over the ordinary capital of the respective Company, and by mortgage or bond of their respective undertakings, or to guarantee out of their revenues to the intended Company, or their shareholders, interest or dividend on any part of the share or loan capital of the intended Company, and to authorize the appointment by any subscribing Railway Company of Directors of the intended Company.

To enable the intended Company, and the Much Wenlock and Severn Junction, Great Western, West Midland, Severn Valley, and Shrewsbury and Hereford Railway Companies, or any one or more of such Companies, to enter into and carry into effect contracts and arrangements with reference to the working by those Companies, or any of them, of the intended railways and works, or any of them, or any part thereof; the supply of rolling and working stock; the regulation and apportionment of traffic; the levying, fixing, receipt, division, and apportionment of tolls, fares, and charges; the management, maintenance, and repair of the intended railways and works; the payment of a fixed or contingent rent; the construction and use of the railways, stations, and works, or any of them, and the appointment of a joint committee, and to confer any similar powers upon the intended Company with reference to the Much Wenlock and Severn Junction Railway, and Wellington and Severn Junction Railway.

To enable the intended Company, and any other Company proposing a railway to or into Coalbrookdale, to agree as to the construction of so much of the intended railways as lies between Lightmoor Station and the Wood, or Cinder-bank, before referred to, adjoining the lower works of the Coalbrookdale Company's Ironworks, and to confer on the Company, and any other Company using their railways, or the

Much Wenlock and Severn Junction Railway, or the Wellington and Severn Junction Railway, or any Company working or using those railways, or either of them, or the Great Western Railway Company, or West Midland Railway Company, or any of them, running powers over that portion of railway, if constructed by any other Company, on terms and conditions to be authorized or prescribed by the Bill, or any other rights or powers in respect thereof.

To incorporate with the Bill "The Lands Clauses Consolidation Act, 1845;" "The Companies Clauses Consolidation Act, 1845;" "The Railways Clauses Consolidation Act, 1845;" and "The Lands Clauses Consolidation Acts Amendment Act, 1860;" or some part or parts of such Acts respectively.

To alter, amend, and enlarge the powers and provisions of the several Acts following, or some of them; namely: "The Much Wenlock and Severn Junction Railway Act, 1859;" "The West Midland Railway Act, 1860;" "The Oxford, Worcester, and Wolverhampton Railway Act, 1845;" "The Severn Valley Railway (Leasing) Act, 1860;" "The Severn Valley Railway Acts, 1855, 1856, and 1858;" the Acts local and personal, 9 and 10 Vic., cap. 325; 13 and 14 Vic., cap. 26; 17th and 18th Vic., caps. 149 and 174; and any other Acts relating to the Shrewsbury and Hereford Railway Company; the Act (local and personal) 5th and 6th Wm. IV., cap. 107, relating to the Great Western Railway Company, and the 16th and 17th Vic., cap. 214, relating to the Wellington and Severn Junction Railway Company, and any other Acts relating to the West Midland, Severn Valley, Shrewsbury and Hereford, Great Western, Wellington and Severn Junction, or Much Wenlock and Severn Junction Railway Companies.

On or before the 30th day of November instant maps, plans, and sections, describing the direction lines and levels of the intended railways, and the lands which may be taken for the purposes thereof, with a book of reference to the plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands, houses, and property, which will or may be taken under the powers of the Bill, and a copy of this notice as published in the London Gazette will be deposited for public inspection with the Clerk of the Peace for the county of Salop, at his office, at Shrewsbury, in the said county of Salop; and on or before the same day a copy of so much of the said plans, sections, and book of reference, as relates to each of the parishes and extra-parochial places aforesaid, in, or through which the intended railways and works will be made, with a copy of the said notice, will be deposited with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial place with the parish clerk of some adjoining parish, at his residence.

Printed copies of the intended Bill will, on or before the 22nd day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 9th day of November, 1860.

George Potts,

R. C. Blakeway, Wenlock,

Solicitors for the Bill.

Messrs. *Dyson and Co.*, Parliamentary Agents.

North British and Peebles Railway Companies.
(Lease of Peebles Railway; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to vest by way of lease

in perpetuity, in the North British Railway Company, all the undertaking, railways, stations, parts of stations, plant, rolling stock, property, powers, rights, and privileges of every description, of the Peebles Railway Company; or to enable the Peebles Railway Company to grant, and the North British Railway Company to accept, of such a lease, and in either case at such rent or rents, and upon such terms and conditions, and subject to such stipulations, obligations, and agreements as have been or may be mutually agreed upon between the said Companies, as the case may require, or as may be set forth and provided for in the said intended Act.

And in the said Act provision will be made for enabling the North British Railway Company to work the undertaking of the Peebles Railway Company, as part of the undertaking of the North British Railway Company, or otherwise, and to levy tolls, rates, duties and charges, in respect of the undertaking so leased to them as aforesaid, and to vary or alter such tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from tolls, rates, duties, and charges, and other rights and privileges.

And it is intended by the said Act to confirm the agreement or agreements entered into or to be entered into between the North British Railway Company and the Peebles Railway Company for the lease of the undertaking of the latter Company, and for other purposes connected therewith, subject to such alterations as Parliament may require, or as may be agreed upon mutually between the parties thereto, and for enabling the said Company, subject to such alterations, to give effect to and perform their several and respective contracts, agreements, or arrangements in reference to such lease.

And it is intended by the said Act to authorize the Peebles Railway Company to alter the periods for holding half-yearly general meetings of the Company, and for paying the dividends, and to reduce the number of its directors, or members of the committee of management, and to enable the directors of that Company to supply occasional vacancies in the office of director.

And it is further intended by the said intended Act, to empower the North British Railway Company, in implement of the conditions of the said lease, or some of them, to pay off or take upon themselves part of the debenture or mortgage debt of the Peebles Railway Company, and to apply for this purpose any capital or funds now or hereafter belonging to them, or to raise money for this purpose, by the creation and issue of shares on such terms and conditions, and with such guarantee, preference, or priority of dividend, and other privileges, if any, as may be deemed expedient, or by borrowing on mortgage bond or cash-credit.

And it is proposed by the said intended Act to repeal or amend all or some of the provisions of "The North British Railway Consolidation Act, 1858," "The Border Union (North British) Railways Act, 1859," "The North British and Selkirk Railways Amalgamation Act, 1859," "The North British and Jedburgh Railways Act, 1860," "The North British Railway (Stations) Act, 1860," "The North British and Border Counties Railways Amalgamation Act, 1860," "The Peebles Railway Act, 1853," and "The Peebles Railway Amendment Act, 1857."

And notice is further given, that printed copies of the said intended Act or Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 22nd day of December next.

Dated the 9th day of November, 1860.

Dalmahoy and Wood, W.S., Edinburgh.

John Bathgate, Solicitor, Peebles.

In Parliament.—Session 1861.

Finsbury Circus Railway Station.

(Construction of Railway Station at Finsbury Circus, and of connecting Railway; Approaches to Station; Interference with existing Roads; Subscriptions by, and other powers to, Metropolitan Railway Companies.

APPPLICATION is intended to be made to Parliament, in the next session thereof, for leave to bring in a Bill to incorporate a Company, and to confer upon them the following, or some of the following, among other powers:

1. To make and maintain a railway station, with all necessary sidings, approaches, conveniences, and works, upon the space of land bounded by London Wall and Fore-street on the south, New Broad-street and Broad-street-buildings on the east, New Union-street, South-place, Eldon-street, and Broad-street-buildings on the north, and Moor-lane on the west; which space of land is in the parishes of St. Giles-without-Cripplegate, St. Stephen Coleman-street, St. Botolph-without-Bishopsgate, All-Hallows-on-the-Wall, otherwise London Wall, all in the city of London, and St. Leonard Shoreditch, in the county of Middlesex.

2. To close and permanently stop up all streets leading immediately into, or passing through Finsbury-circus, and especially the following, namely:—East-street, West-street, Circus-place, Finsbury-circus, part of Little Moorfields, Bell-square, Short-street, Blomfield-street, part of New Broad-street, and so much of Liverpool-street as lies between New Broad-street and Blomfield-street, and to widen that part of Broad-street-buildings in the said parishes of St. Botolph-without-Bishopsgate and St. Leonard Shoreditch which is in a line with Eldon-street, and to convert the said Broad-street-buildings into a public carriage road and thoroughfare.

3. To construct and maintain a railway in the said parishes of St. Botolph-without-Bishopsgate, St. Stephen Coleman-street, St. Giles-without-Cripplegate, and All-Hallows-on-the-Wall, otherwise London Wall, to connect the proposed Finsbury Extension of the Eastern Counties Railway with the contemplated Metropolitan Railway Extension to Finsbury, and to connect those extensions also with the said Station, such line of railway to commence in the said parish of St. Botolph-without-Bishopsgate, on the west side of New Broad-street, or Broad-street-buildings, about thirteen yards north of the entrance to New Broad-street-mews, and to terminate in the said parish of St. Giles-without-Cripplegate, on the east side of Moor-lane, at or near the gateway leading into Hartshorn-court.

4. In constructing the said railway, to stop up temporarily Finsbury-pavement, and to make the necessary alterations in that street for carrying the same over the Railway.

5. To make a new street, as an approach to the station, to commence in the said parish of St. Stephen Coleman-street, at the south end of Circus-place, to pass through and into the parishes and places following, or some of them, that is to say: St. Stephen Coleman-street, All-Hallows-on-the-Wall, otherwise London Wall, and St. Peter-le-Poer, with St. Benet Fink; and to terminate in the said parish of St. Stephen Coleman-street, on the east side of Moorgate-street, about twelve yards north of Great Swan-alley; and in constructing the said street, to stop up permanently Shard's-place, Great Swan-alley, Coleman-street-buildings, Little Swan-alley, New-court, Blue

Hart-court, White Lion-court, Little Bell-alley, and Sadler's-place.

6. To make a street to commence from and out of the said intended new street, at or about twelve yards east of White Lion-court, in the said parish of All-Hallows-on-the-Wall, otherwise London Wall, to pass through or into the said parish and the parishes of St. Peter-le-Poer, with St. Benet Fink, St. Bartholomew by the Royal Exchange, St. Stephen Coleman-street, and St. Margaret Lothbury, with St. Christopher-le-Stocks, and to terminate in the said parish of St. Bartholomew by the Royal Exchange, near the entrance to Bank-chambers, at the point where Lothbury, Throgmorton-street, and Bartholomew-lane unite.

7. In making the said last-mentioned street, to stop up permanently Angel-court, Bank-chambers, Copthall-court, Sadler's-place, and Shard's-place.

8. To close or divert all such streets, roads, courts, passages, mews, and thoroughfares, besides those which are hereinbefore particularly named, and all such drains, sewers, waterways, and pipes, as may be necessary for effecting any of the purposes of the Bill.

9. For the purposes of the Bill, to purchase by compulsion, the lands, houses, and other property to be included within the limits of deviation to be defined upon the plans to be deposited as hereinafter mentioned, and to vest in the Company the site of the streets, roads, and thoroughfares, to be permanently stopped up under the powers of the Bill.

10. To levy tolls and charges, for and in respect of the station, railway, and works, and to vary and extinguish any rights or privileges which may interfere with the attainment of any of the objects of the Bill.

The Bill will incorporate with itself "The Companies Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" and "The Railway Clauses Consolidation Act, 1845;" but, as regards the lands to be acquired for the new streets, the Bill will make other provisions than those contained in "The Lands Clauses Consolidation Act, 1845," with respect to the sale of superfluous lands.

The Bill will enable the following Companies, or some of them, to contribute towards the expense of the proposed undertakings, either by taking shares of the capital of the intended Company, or by advancing to it money by way of loan, or by guaranteeing the payment of interest or dividends upon the share or loan capital of the intended Company, or the payment of fixed sums in lieu of tolls, namely, the Great Western, the London and North Western, the North London, the Great Northern, the Midland, the Eastern Counties, the London, Tilbury, and Southend, the Metropolitan, and the London, Chatham, and Dover, the London, Brighton, and South Coast, and the London and South Western Railway Companies.

The Bill will also give to the contributing Companies a joint or separate share or interest in the proposed undertaking, or any part thereof; and also a share in the management and control of the proposed station and appurtenances; and also power to contract with the intended Company, and with each other, touching all the matters aforesaid; and to delegate their authority to committees nominated by them respectively.

For these purposes, the Bill will enable the same Companies to apply their existing funds, and to raise additional capital by shares or by loan, and to attach to such capital a priority in the payment of interest or dividends, together with other advantages over the existing capitals of the same

Companies respectively; and will for this, and for other purposes, vary and enlarge the provisions of the Acts relating to the same Companies, namely, the Great Western Railway Acts, 5 and 6 Wm. IV., cap. 107; 6 Wm. IV., caps. 36, 38, 77 and 79; 1 Vict., caps. 91 and 92 (1837), and 24 and 26 (1838); 2 Vict. cap. 27; 3 Vict. cap. 47; 3 and 4 Vict. cap. 105; 4 and 5 Vict. cap. 41; 5 Vict. cap. 28; 6 Vict. cap. 10; 7 Vict. cap. 3; 7 and 8 Vict. cap. 68; 8 and 9 Vict. caps. 40, 53, 155, 156, 184, 188, 190 and 191; 9 Vict. cap. 14; 9 and 10 Vict. caps. 166, 181, 236, 239, 240, 278, 313, 315, 335, 337, 338, 360 and 402; 10 and 11 Vict., cap. 60, 72, 76, 91, 101, 109, 149, 154, 226 and 242; 11 and 12 Vict. caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158 and 159; 13 Vict. caps. 6 and 7; 13 and 14 Vict. caps. 44, 98 and 110; 14 and 15 Vict. caps. 48 and 81; 15 and 16 Vict. caps. 125, 133, 140, 145, 147 and 168; 16 and 17 Vict. caps. 121, 153, 175 and 212; 17 and 18 Vict. caps. 108, 120, 163, 192, 202, 204, 207, 209, 215 and 222; 22 Vict. cap. 13; 22 and 23 Vict. caps. 1, 64 and 120; and the 23 and 24 Vict. cap. 69. And also the Acts relating to the London and North Western Railway Company, namely;—8 and 9 Vict. caps. 36, 37, 43, 105, 111, 112, 123, 156 and 198; 9 Vict. cap. 67; 9 and 10 Vict. caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380 and 396; 10 and 11 Vict. caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278 and 294; 11 and 12 Vict. caps. 58, 60 and 130; 12 and 13 Vict. cap. 74; 13 and 14 Vict. cap. 36; 14 Vict. cap. 28; 14 and 15 Vict. cap. 94; 15 Vict. cap. 98 and 105; 16 and 17 Vict. caps. 97, 110, 157, 160, 161, 205, 216 and 222; 17 and 18 Vict. caps. 201 and 204; 18 and 19 Vict. caps. 172 and 194; 19 and 20 Vict. caps. 52, 69 and 123; 20 and 21 Vict. caps. 64, 98 and 108; 21 and 22 Vict. cap. 131; 22 and 23 Vict. caps. 2, 88 and 113; and 23 and 24 Vict. caps. 77, 79, 111 and 183. The Acts relating to the North London Railway Company, namely; 9 and 10 Vict. cap. 396; 13 and 14 Vict. cap. 36; 16 and 17 Vict. cap. 97; 17 and 18 Vict. cap. 80 and 23 and 24 Vict. cap. 14. The Acts relating to the Great Northern Railway Company, namely; 9 and 10 Vict. caps. 71 and 88; 10 and 11 Vict. caps. 113, 125, 143, 146, 148, 272, 286 and 287; 11 and 12 Vict. caps. 62, 71 and 114; 12 and 13 Vict. cap. 84; 13 and 14 Vict. cap. 61; 14 and 15 Vict. caps. 45 and 114; 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; and 23 and 24 Vict. cap. 168. The Acts relating to the Midland Railway Company, namely; 7 and 8 Vict. caps. 18 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; 22 and 23 Vict. caps. 40, 130 and 135; and 23 and 24 Vict. caps. 52, 65, 66 and 67. The Acts relating to the Eastern Counties Railway Company, namely: 6 and 7 Wm. 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, 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; 15 and 16 Vict. cap. 184; 16 and 17 Vict. caps. 87 and 117; 17 and 18 Vict. caps. 153, 220, and 233; 19 and 20 Vict. caps. 15, 51, and 76; and 21 and 22 Vict. caps. 97 and 99. The Acts relating to the London, Tilbury, and South-end Railway Company, namely, 15 and 16 Vict. cap. 84; 17 and 18 Vict. cap. 133; and 19 and 20 Vict. caps. 15 and 76. The Acts relating to the Metropolitan Railway Company, namely, 17 and 18 Vict. cap. 221; 18 and 19 Vict. cap. 102; 19 and 20 Vict. cap. 109; 20 and 21 Vict. cap. 125; 22 and 23 Vict. cap. 97; and 23 and 24 Vict. caps. 58, 168, and 197. And the Acts relating to the London, Chatham, and Dover Railway Company, namely: 16 and 17 Vict. cap. 132; 18 and 19 Vict. cap. 187; 21 and 22 Vict. caps. 51 and 107; 22 and 23 Vict. cap. 54; and 23 and 24 Vict. caps. 174, 177, and 187. The Acts relating to the London, Brighton, and South Coast Railway Company, namely: 5 and 6 Wm. IV, cap. 10; 6 and 7 Wm. IV, cap. 121; 7 Wm. IV, and 1 Vict. cap. 119; 1 and 2 Vict. cap. 20; 2 and 3 Vict. cap. 18; 3 and 4 Vict. cap. 129; 6 and 7 Vict. caps. 27 and 62; 7 and 8 Vict. caps. 67, 91, 92, and 97; 8 and 9 Vict. caps. 52, 113, 196, 199, and 200; 9 and 10 Vict. caps. 54, 63, 64, 68, 69, 83, 234, 281, and 283; 10 and 11 Vict. caps. 167, 244, and 276; 11 and 12 Vict. cap. 136; 16 and 17 Vict. caps. 41, 86, 88, 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; 22 and 23 Vict. cap. 69; and 23 and 24 Vict. caps. 109 and 171. The Acts relating to the London and South Western Railway Company, namely: 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 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. caps. 99 and 164; 17 and 18 Vict. caps. 186 and 208; 18 and 19 Vict. caps. 177 and 188; 19 and 20 Vict. cap. 120; 20 and 21 Vict. caps. 18, 72, 121, and 136; 21 and 22 Vict. caps. 56, 58, 67, 89, and 101; 22 Vict. cap. 3; 22 and 23 Vict. caps. 31, 44, 81, 95, and 134; and 23 and 24 Vict. caps. 103 and 185; and of any other Acts relating to the several contributing Companies.

On or before the 30th day of November instant, plans of the land, houses and other property intended to be taken for the purposes of the said station: duplicate plans and sections describing the line and levels of the before-mentioned intended railway and new streets, and showing the lands, houses, and other property which may be required for the purposes of, or in connection with such railway and streets respectively, together with books of reference to the said respective plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of the before-mentioned lands, houses, and other property; a published map, with the line of Railway shown thereon, and a copy of this notice, will be deposited for public inspection with the Clerk of the Peace for the city of London, at his office, at the Sessions House, in the Old Bailey, in the said city; and with the Clerk of the Peace for Middlesex, at his office, in the Sessions House, Clerkenwell; and on or before the same day a

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copy of so much of the said respective plans, and of the said sections, and books of reference as relates to each parish (excepting St. Leonard Shoreditch), in or through which any of the works will be made, or in which any lands or houses to be taken are situate, will, with a copy of this notice, be deposited for public inspection with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjacent thereto at his residence; and as relates to the said parish of St. Leonard Shoreditch, with the clerk of the vestry of that parish, at his office, No. 37, Hoxton-square.

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

Dated this 9th day of November, 1860.

Johnston, Farquhar, and Leech, Solicitors for the Bill.

Galashiels and Peebles Railway.

(Incorporation of Company for Construction of Railways; Arrangements with the North British Railway Company and other Companies; Power to the North British Railway 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 some part or parts thereof respectively, with all proper and necessary works and conveniences connected therewith; that is to say:—

A railway commencing by a junction with the Hawick line of the North British Railway, at a point thereon at or near the house called Leebræ, in the parish of Galashiels, and county of Selkirk, and terminating by a junction with the Peebles Railway, at or near the engine shed at the Peebles Station, in the parish and county of Peebles; which said railway, and all necessary works and conveniences connected therewith, will be situated in, or pass from, through, or into the parishes following, or some of them, that is to say, — the parish of Melrose, in the county of Roxburgh, the parishes of Galashiels, Stow, Yarrow, and Innerleithen, in the county of Selkirk, and the parishes of Innerleithen, Traquair, Peebles, and the royal burgh of Peebles, in the county of Peebles.

A railway commencing by a junction with the railway above described, at or near a point one hundred and twenty yards westward of the house called Venlaw Bank, and terminating by a junction with the Symington, Biggar, and Broughton Railway (Extension), at or near the south end of the Tweed Bridge at Peebles, all in the parish of Peebles, and county of Peebles, and partly in the royal burgh of Peebles.

A railway commencing at or near a point on the railway first above described, about two hundred yards eastward of the house called Venlaw Bank, and joining the railway second above described at or near a point about eighty yards to the south of the entrance gate, at the Peebles and Innerleithen Turnpike Road, to the house called Venlaw Bank, all in the parish of Peebles, and county of Peebles, and partly in the royal burgh 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, 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 Jedburgh of the Principal Sheriff-Clerk of the county of Roxburgh, 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 relates 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, 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 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 and relative works; and to take and hold shares in the said intended Company, and to vote at meetings, and to appoint certain Directors thereof, 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 to maintain and manage the said proposed railway and works, and to work the traffic thereon, and to fix, collect, and apportion the tolls, rates, and charges to be levied in respect of such traffic, and also to provide for the appointment, by the North British Railway Company and the intended Company, of a Joint Committee for superintending or directing the construction and the maintenance, management, and use of the said proposed railways and other works, and the working of the traffic thereon; and for fixing, collecting, and apportioning the tolls, rates, and charges to be levied in respect of the passage and conveyance of such traffic on the said proposed railways, and on the railways of the North British Railway Company, or any part thereof.

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 Act to enable the intended Company, and the North British Railway Company, or either of them, on the one hand, and the Caledonian Railway Company, and the Symington, Biggar, and Broughton Railway Company, and the Peebles Railway Company, or any of these Companies, on the other hand, to make and carry into effect contracts and arrangements with respect to the use of their respective railways, works, and stations, and other accommodations thereof, respectively, and for the interchange of traffic between the said respective railways and the said intended railways, and regulations of tolls, rates, and payments therefore; and to confirm any contracts or arrangements which may have been, or may be entered into in relation thereto.

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 notice is hereby given, that it is intended by the said Act to vary and extinguish all such rights and privileges as may in any way interfere with the objects aforesaid, or any of them, and to confer other rights and privileges.

And for these purposes it is intended to alter, amend, and enlarge or repeal, as far as necessary, the following Acts relating to the North British Railway Company, viz.: "The North British Railway Consolidation Act, 1858;" "The Border Union (North British) Railways Act, 1859;"

"The North British and Selkirk Railways Amalgamation Act, 1859;" "The North British and Jedburgh Railways Act, 1860;" "The North British Railway (Stations) Act, 1860;" and "The North British and Border Counties Railways Amalgamation Act, 1860;" and the following Acts relating to the Caledonian Railway Company, viz.: "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 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, the twenty-second and twenty-third, and the twenty-third and twenty-fourth years of the reign of Her present Majesty; and the following Acts relating to the Symington, Biggar, and Broughton Railway Company, viz.: "The Symington, Biggar, and Broughton Railway Act, 1858;" and "The Symington, Biggar, and Broughton Railway (Extension) Act, 1860;" and the following Acts relating to the Peebles Railway Company, viz.: "The Peebles Railway Act, 1853;" and "The Peebles Railway Amendment Act, 1857;" and any other Act or Acts relating to these Companies, or any of them.

And notice is further given, that printed copies of the said Bill will be deposited in the Private Bill Office of the House of Commons on or before the 22nd day of December next.

Dated this 8th day of November, 1860.

Dalmahoy and Wood, W.S., } Edinburgh.
Thomas Ranken, S.S.C., }

Manchester, Sheffield, and Lincolnshire Railway (Additional Works).

(Railways from New Mills to Bugsworth and to Whaley Bridge, and from Grimsby Docks to Cleethorpes; Additional Lands at Ardwick, and Works there; Running powers and facilities for Traffic, &c. over Railways of Cromford and High Peak, Stockport, Disley, and Whaley Bridge, and Marple, New Mills, and Hayfield Junction Railway Companies; Running powers over parts of Oldham, Ashton-under-Lyne, and Guide Bridge Junction and Lancashire and Yorkshire Railways; Power for Cromford and High Peak and Great Northern Railway Companies to subscribe; Power to establish Savings Banks, &c.; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, by the Manchester, Sheffield, and Lincolnshire 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 railways following, or some or one of them, with all proper stations, approaches, works, and conveniences connected therewith, that is to say:

1. A railway to commence in the township of Beard Ollersett Thornsett and Whitle, in the parish of Glossop, in the county of Derby, by a junction with the line of railway authorized by "The Marple, New Mills, and Hayfield Junction Railway Act, 1860," at or near New Mills, and in or near the property numbered on the plans referred to in that Act 103 in the said township, and to terminate in the township of Bradshaw Edge, in the parish of Chapel-en-le-Frith, in the same county, at or near a certain Quarry known as Crist-

quarry, there to form a junction with the Peak Forest-tramway, belonging to the Company; 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 of New Mills, Beard Ollersett Thornsett and Whitle, Glossop, Bugsworth, Chinley, Brownside, Chapel-en-le-Frith, and Bradshaw-edge, or some of them, all in the county of Derby.

2. A railway to commence in the said township of Beard Ollersett Thornsett and Whitle, and parish of Glossop, by a junction with the said railway, authorized by the before-mentioned Act, in or near a field numbered on the before-mentioned plans 228, in the said township, and to terminate in the said township and parish by a junction with the intended railway first hereinbefore described, about 7 chains east of the point where the turnpike road from Disley to Hayfield crosses the River Goyt, all in the said township and parish.

3. A railway to commence in the township of Bugsworth, and parish of Glossop, in the county of Derby, by a junction with the intended railway first hereinbefore described, at a point 14 chains or thereabouts north of certain mills called Bugsworth Cotton-mills, and to terminate in the township of Bradshaw-edge, and parish of Chapel-en-le-Frith, in the said county, by a junction with the Cromford and High Peak Railway, near the engine-house at the top of the Whaley incline on that railway; which said last-mentioned intended railway will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places of Glossop, Bugsworth, Chinley, Brownside, Whaley, Chapel-en-le-Frith, and Bradshaw-edge, or some of them, all in the county of Derby, and Yeardsley-cum-Whaley and Taxal, or one of them, in the county of Chester.

4. A railway to commence in the said township of Bradshaw-edge, and parish of Chapel-en-le-Frith, by a junction with the intended railway lastly hereinbefore described at a point 8 chains or thereabouts, south-west of the said mills called Bugsworth Cotton-mills, and to terminate in the township of Yeardsley-cum-Whaley, in the parish of Taxal, in the county of Chester, by a junction with the Stockport, Disley, and Whaley Bridge Railway, at a point ten chains or thereabouts, north of the Whaley Bridge-station of that railway, which said intended railway will pass from, in, through, or into the several parishes, townships, and extra-parochial places, of Chapel-en-le-Frith, and Bradshaw-edge, or one of them, in the county of Derby, and Yeardsley-cum-Whaley, Taxal, Whaley, Yeardsley, Hockerley, Hockerley-hall, and Bridgemont, or some of them, all in the county of Chester.

5. A railway to commence in the parish of Great Grimsby, in the parts of Lindsey, and county of Lincoln, by a junction with the Manchester, Sheffield, and Lincolnshire Railway, at or near their Pumping-engine, adjoining the principal entrance gates to their dock called the Royal-dock, and to terminate in the township of Cleethorpes, and parish of Clee, in the said parts of Lindsey, and county of Lincoln, in a field there called Beaconfield, in the occupation of Thomas Willerton, which last-mentioned intended railway will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial, or other places of Great Grimsby, Clee, and Cleethorpes, or some of them, in the parts of Lindsey, and county of Lincoln.

To empower the Company to acquire, by compulsion or agreement, for the purpose of enlarging and improving their station at Ardwick, in the township of Ardwick, and parish of Manchester, in the

county of Lancaster, the lands and houses following, or some of them, that is to say, certain lands and houses in the townships of Ardwick, and Openshaw, and parish of Manchester, adjoining the Company's railway on the north thereof, the Company's station and yard on the east thereof, and intersected by a certain road called Gorton-lane, and certain other lands in the same townships and parish adjoining the Company's railway on the south thereof, and also intersected by Gorton-lane aforesaid; and to widen the existing bridge in the same townships and parish which now carries the Company's railway over Gorton-lane aforesaid; and to alter within the same townships and parish, the levels of the said road, between a point about 135 yards northwards of the said bridge and the existing bridge; and also to divert within the same townships and parish, the occupation-road now leading from the said road to the chemical works, belonging to and in the occupation of Robert Rumney.

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 rights 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 empower the Company to establish and maintain provident institutions or savings banks, for the benefit of their officers, servants, and workmen, and to apply to such purpose so much of their corporate funds, or of the moneys to be raised under the authority of the intended Act, as may be necessary.

To authorize the Company to raise a further sum of money, for all or any of the purposes of the intended Act, and for the general purposes of the Company, by the creation of new shares with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, and by borrowing on mortgage or bond, or by any of such means; and also to apply to all or any of such purposes any capital or funds now belonging to the Company, or hereafter to belong to them, or under the control of their Directors.

To empower the Cromford and High Peak Railway Company to subscribe and contribute funds towards the construction and maintenance of the intended railway thirdly hereinbefore mentioned, and to guarantee such interest, dividends, annual, or other payments, in respect of the moneys expended in the construction thereof as may be agreed upon between them and the Company, and to apply to such purpose any capital or funds now or hereafter belonging to them, or under the control of their Directors, and, if thought fit, to raise additional capital for the purpose by the creation of new shares in their undertaking, with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, and by borrowing on mortgage or bond, or by any of such means; and to enable the Company and the Cromford and High Peak Railway Company to enter

into arrangements and agreements with respect to the purposes aforesaid.

To empower the Great Northern Railway Company to subscribe and contribute funds towards the construction and maintenance of the intended railway, fifthly hereinbefore mentioned, and to guarantee such interest, dividend, annual, or other payments, in respect of the moneys expended in the construction thereof as may be agreed upon between them and the Company, and to apply to such purpose any capital or funds now or hereafter belonging to them, or under the control of their directors, and, if thought fit, to raise additional capital for the purpose by the creation of new shares in their undertaking, with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, and by borrowing on mortgage or bond, or by any of such means, and to enable the Company and the Great Northern Railway Company to enter into arrangements and agreements with respect to the purposes aforesaid.

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 or belonging to the Cromford and High Peak Railway Company, the Stockport, Disley, and Whaley Bridge Railway Company, and the Marple, New Mills and Hayfield Junction Railway Company, or either of them, 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 upon between the Company and such other Company or Companies as aforesaid on the one hand, and the Cromford and High Peak Railway Company, the Stockport, Disley, and Whaley Bridge Railway Company, and the Marple, New Mills, and Hayfield Junction Railway Company, or any or either of them, on the other hand, or as shall be fixed and determined by or under the provisions of the intended Act, and to require and compel the Cromford and High Peak Railway Company, the Stockport, Disley, and Whaley Bridge Railway Company, and the Marple, New Mills, and Hayfield Junction Railway Company, or any or either of them, to book through and forward all passengers, animals, goods, minerals, and other traffic, and to afford all necessary facilities for the passage and transmission of passengers, animals, goods, minerals, and other traffic from, and to, and over, their respective railways, 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 their respective railways, works, and conveniences aforesaid, and to authorize 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 to enable the Companies, or any of them hereinbefore mentioned or referred to, to enter into and carry into effect contracts and agreements with reference to the receipt, transmission, forwarding, and delivery of traffic upon, over, or from their respective railways, or any of them, or any part thereof, and the tolls, rates, and charges in respect of such traffic, and the receipt, division, and apportionment thereof.

To empower the Company, and all other Companies working or using any existing or intended line or lines of the Company, to work over and use with their engines and carriages, for their traffic of every description, upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon, or may be defined

by the Bill, or be settled by means to be prescribed by the Bill, the portions hereinafter mentioned of the railways, stations, approaches, water, water engines, sidings, works, and conveniences of or belonging to the Oldham, Ashton-under-Lyne, and Guide Bridge Junction Railway Company, and the Lancashire and Yorkshire Railway Company respectively, that is to say, so much of the Oldham, Ashton-under-Lyne, and Guide Bridge Junction Railway as lies between the Guide Bridge station of the Company and the junction of the Oldham, Ashton-under-Lyne, and Guide Bridge Junction Railway with the Lancashire and Yorkshire Railway at Ashton-under-Lyne, and so much of the Lancashire and Yorkshire Railway as lies between their station at Ashton-under-Lyne and their station at Miles Platting, both in Lancashire, and so much of the said Lancashire and Yorkshire Railway as lies between the said station at Miles Platting and the Victoria Station at Manchester, and also the said Victoria Station.

To extend the time, and alter and amend the provisions granted and imposed by the after-mentioned Acts, or some of them, relating to the Company, for or with reference to the sale by the Company of superfluous lands.

And it is also intended by the said Act to alter, amend, vary, extend, and enlarge or 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 also of the Act (local and personal) 18 and 19 Vic. cap. 75, and the several other Acts relating to or affecting the Cromford and High Peak Railway Company, or their undertaking; and also of the Act (local and personal) 9 and 10 Vic. cap. 71, and the several other Acts relating to or affecting the Great Northern Railway Company or their undertaking; and also of the several Acts following, or some of them, relating to the Stockport, Disley, and Whaley Bridge Railway Company (that is to say), local and personal, 17 and 18 Vic. cap. 200; 18 and 19 Vic. cap. 130; and 20 and 21 Vic. cap. 98; and the Marple, New Mills, and Hayfield Junction Railway Act, 1860 (local and personal), 23 and 24 Vic. cap. 15; and also of the 1 and 2 William IV, cap. 60; 6 and 7 William IV, cap. 111; 10 and 11 Vic. cap. 163; 13 and 14 Vic. cap. 83; 22 and 23 Vic. cap. 110; and the several other Acts relating to the Lancashire and Yorkshire Railway Company, or their undertaking; and also of the Oldham, Ashton, and Guide Bridge Junction Railway Act (local and personal), 20 and 21 Vic. cap. 137.

And notice is hereby further given, that on or before the 30th day of November, in the present year, plans and sections relating to the proposed works, and plans of the lands to be taken under the powers of the intended Act, with books of reference to such plans, a published map showing the lines of the intended railways, and a copy of this notice, as published in the London Gazette, will be deposited as follows (that is to say), as regards the intended railways and works, firstly, secondly, thirdly, and fourthly, hereinbefore described, with the Clerk of the Peace for the county of Derby, at his office in Derby, and with the Clerk of the Peace for the county of Chester, at his office in Chester; as regards the railway and works fifthly hereinbefore described, with the Clerk of the Peace for the parts of Lindsey, in the county of Lincoln, at his office in Spilsby; as

regards the lands to be acquired for enlarging the station at Ardwick, the widening of the bridge over Gorton-lane, the alteration of that road, and the diversion of the occupation road hereinbefore severally mentioned, 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 extraparochial places in or through which the said intended works are proposed to be made or lands are situate, together with a copy of this notice, as published in the London Gazette, will, on or before the said 30th 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, before the 23rd day of December in the present year.

Dated this 6th day of November, 1860.

Joseph Guy, Manchester, Solicitor for the Bill.

Cradley Heath and Dudley Railway.

(Incorporation of Company; Construction of Railway from the Five Ways, Cradley Heath, to Dudley, and Branches to West Midland and South Staffordshire Railways; Powers to South Staffordshire and West Midland Railway Companies; Subscription and Working Arrangements; Running Powers over Stourbridge Railway, and use of West Midland, Stourbridge, and Netherton Stations, and South Staffordshire Stations at Dudley; 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 incorporate a Company, and to confer on such Company powers of making the following railways and works, and of effecting all or any of the other objects proposed in the Bill.

To make and maintain a railway, commencing by a junction with the line of the Stourbridge Railway, authorized by the Stourbridge Railway Act, 1860, at or near a public highway leading from Cradley to the Five Ways, in the parish of Rowley Regis, in the county of Stafford, numbered 46 on the plans deposited in respect of the Stourbridge Railway, and referred to in the said Act, passing from, in, through, and into the several parishes, townships, and extra-parochial places of Five Ways, Cradley Heath, Four Ways, Corngreaves, Loamy Town, Lyde Fields, Old Fields, Surfeit Hill, Cotsall, Reddall Hill, Haden Hill, Old Hill, Rowley, Rowley Regis, Rowley Somery, Endless Orchard, Windmill End, Yewtree Gate, Darbey End, Bumble Hole, and Withymore, or some of them, in the county of Stafford, and Darbey End, Withymore, Windmill End, Bumble Hole, Netherton, Cinder Bank, Baptist End, Dixon's Green, Dudley Wood, Borough of Dudley, Dudley, St. James Dudley, St. John Dudley, St. Edmund Dudley, or some of them, in the county of Worcester, and terminating at or near the turnpike gate called Farthing's-lane Gate, in the turnpike road leading from Dudley to Pedmore, in the parish of Dudley, in the county of Worcester.

A railway from and out of such last-mentioned intended railway, commencing by a junction therewith, at or near the turnpike gate called Farthing's-

lane Gate, in the turnpike road leading from Dudley to Pedmore, in the parish of Dudley, in the county of Worcester, passing from, in, through, and into the several parishes, townships, and extra-parochial places of Dudley, Dudley Wood, Dudley Woodside, Netherton, Borough of Dudley, St. James Dudley, St. John Dudley, St. Edmund Dudley, Park Head, Scots Green, Duck Hole, Pensnett, The Old Park, Russell's Hall, Shavers End, and The Priory, or some of them, in the county of Worcester, and Dibdale Bank, Shavers End, The Priory, Dudley Castle, Sedgeley, Lower Gornall, Upper Gornall, Kingswinford, Pensnett, Pensnett Chase, and Barrow Hill, or some of them, in the county of Stafford, and terminating by a junction with the South Staffordshire Railway, at or near the Dudley Goods Station of that Company, in the parish of Dudley, in the county of Worcester.

A railway commencing by a junction with the said firstly hereinbefore described line of railway at or near a place called Cinder Bank, in the parish of Dudley, in the county of Worcester, at or near the public highway leading from Cinder Bank aforesaid to Dudley aforesaid, passing from, in, through, and into the several parishes, townships, and extra-parochial places of Netherton, St. Andrew's Netherton, Bumble Hole, Baptist End, Dudley, Dudley Wood, Borough of Dudley, St. James Dudley, St. John Dudley, and St. Edmund Dudley, or some of them, in the county of Worcester, and terminating by a junction with the West Midland Railway at or near the Netherton Goods Station of such railway, in the parish of Dudley, in the county of Worcester.

To construct stations, conveniences, sidings, junctions with other railways, and all proper works and conveniences in connection with the intended railways; to authorize deviations from the lines and levels of the works as defined on the plans and sections hereinafter mentioned, and the stopping up, diversion, crossing under, over, or on the level, of any turnpike roads, highways, railways, canals, navigations, and rivers which may be interfered with by the intended railways and works.

To purchase by compulsion the lands, houses, and property to be described on the plans herein-after mentioned, and to purchase other lands by agreement; and to authorize the lease of lands, and the acquisition of any right or easement in or over the same; and to levy tolls, rates, and duties, for the use of the railways and works; and to confer exemptions from tolls, rates, and duties, and other rights and privileges.

To confer upon the Company to be incorporated by the Bill and all other Companies using the railways to be authorized by the Bill, powers of running over and using with their engines and carriages, and carrying traffic over upon terms and conditions to be prescribed by the Bill, or settled by arbitration, the railways of the Stourbridge Railway Company; and of using the stations, sidings, watering places, works, and conveniences, upon that railway, and also the West Midland Stourbridge Station and Netherton Station, and the lines of railway into the same, and the Dudley Stations of the South Staffordshire Railway Company and of the West Midland Railway Company; and to require the Stourbridge and West Midland and South Staffordshire Railway Companies respectively to afford facilities for the passage, reception, delivering, and transmission of traffic over their railways to and from the intended railways, and to make provision for through booking, the use of booking offices and stations, and for determining rates by arbitration, and all other matters necessary for facilitating the traffic of the intended railways in connection with the Stourbridge and West Midland and South Staffordshire Railways,

and to alter and regulate the rates, tolls, fares, and charges to be made by the Stourbridge and West Midland and South Staffordshire Railway Companies in respect of any of the matters aforesaid.

To enable the intended Company and the South Staffordshire Railway Company or their lessee to enter into and carry into effect arrangements with reference to the working by the South Staffordshire Railway Company or their lessee of the intended railways and works or any part thereof, the supply of rolling and working stock, the regulation and apportionment of the traffic, the levying, fixing, receipt, division, and apportionment of tolls, fares, and charges, the management, maintenance and repair of the intended railways and works, the payment of a fixed or contingent rent, and the construction and use of the railways, stations, and works, or any of them.

To authorize the South Staffordshire Railway Company and their lessee or lessees to contribute and subscribe for, and hold shares in, the capital of the intended Company, and to apply their existing authorized capital for such purpose, or to raise further sums of money by new shares, or to guarantee out of their revenues to the intended Company or their shareholders interest or dividend on any part of the share or loan capital of the intended Company, and to authorize the appointment by the said South Staffordshire Railway Company, or their lessees of directors of the intended Company.

To alter, amend, enlarge, or repeal some of the powers and provisions of the following Acts of Parliament, viz: the Act (local and personal) 9 and 10 Vic. cap. 300; and the several other Acts relating to the South Staffordshire Railway Company, and "The Stourbridge Railway Act, 1860;" "The Oxford, Worcester, and Wolverhampton Railway Act, 1845;" "The West Midland Railway Act, 1860;" and any other Acts relating to the West Midland Railway Company.

To incorporate with the Bill "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Companies Clauses Consolidation Act, 1845;" and "The Railways Clauses Consolidation Act, 1845;" or some part or parts of such Acts respectively.

On or before the thirtieth day of November instant, maps, plans, and sections, describing the direction, lines, and levels of the intended railways, and the lands, houses, and property which may be taken for the purposes thereof, with a book of reference to the plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of 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 Stafford, at his office at Stafford, and with the Clerk of the Peace for the county of Worcester, at his office at Worcester; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to any of the parishes or extra-parochial places aforesaid, in or through which the railways and works will be made, with a copy of the said notice, will be deposited with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial place, with the parish clerk of some adjoining parish at his residence.

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

Dated this 12th day of November, 1860.

Jeston Homfray, Halesowen,
Solicitor for the Bill.

Swansea Gas.

(Extension of Limits for Supply; Provisions as to Capital; Amendment of Act, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to repeal, amend, extend, and enlarge all or some of the provisions of an Act passed in the eleventh year of the reign of King George the Fourth, intituled "An Act for better lighting with gas the town of Swansea, in the county of Glamorgan," and to make further or other provisions in lieu thereof, and to extend the area or limits within which the Swansea Gas Light Company (hereinafter referred to as the Company), are by such Act authorised to supply gas, and to enable the Company to manufacture and supply gas within the borough of Swansea, the parish of Swansea, within and without the borough, the parish of Oystermouth, and all places and lands situate wholly or partly within one mile of any part of the said borough, and to confer upon the Company powers to break up streets, highways, and other public places, for the purposes of, or connected with, their undertaking, and to lay, relay, maintain, repair, and remove mains and pipes within such limits, and also in and under the bed of the River Tawe, and in and under the North Half-tide Basin and the navigable cut, with right of access thereto at all times; and if necessary or expedient, to amend "The Swansea Harbour Act, 1854," and all other Acts relating to the said harbour, and to confer upon the Company all other powers necessary or proper for enabling them effectually to carry out their undertaking.

And it is proposed by the said intended Act to authorise the Company to raise a further sum of money by the creation and distribution or sale of shares, and with or without preference or priority in payment of dividend, and to borrow money on the credit of their undertaking; and to authorise an allotment or distribution of shares amongst the existing proprietors in respect of certain monies laid out upon the undertaking of the Company, or otherwise to secure to the said proprietors the benefit of such outlay, and to define and regulate the share capital of the Company, and to levy rates, rents, and charges, and to alter existing rates, rents, and charges, and to confer, vary, or extinguish exemptions from payment of rates, rents, and charges, and to vary or extinguish all rights and privileges which would in any manner interfere with carrying into effect the object and purposes of the said intended Act, and to confer other rights and privileges.

And notice is hereby also given, that on or before the 22nd of December, 1860, printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated the 12th day of November, 1860.

John Trevillian Jenkin, Swansea, Solicitor to the Swansea Gas Light Company.

Northampton Waterworks.

(Incorporation of Company; Continuance of Waterworks; Extension of Limits of Supply; Contracts with Public Bodies, &c.)

NOTICE is hereby given, that the Northampton Waterworks Company intend to apply to Parliament in the next session, for an Act to alter, amend, or annul the deed of settlement of the sixth day of October, one thousand eight hundred and thirty-seven, and also the articles of association under which the Company is now constituted; to

incorporate the Company under the same or a different name, and to enable the Company when incorporated to improve and extend the supply of water in and to the several parishes of All Saints, Saint Peter, Saint Katharine, Saint Sepulchre, Saint Giles, Saint Edmund, and the Priory of Saint Andrew or Town Part, all in the borough of Northampton, in the county of Northampton, and all other, if any, the parishes, townships, and extra-parochial places within the same borough; and also to supply with water the several parishes of Abington, Kingsthorpe, Hardingstone, Dallington, Duston, and hamlets or townships of Far Cotton and Cotton End, in the parish of Hardingstone, and the hamlet, township, or place called Saint James's End, in the parishes of Duston and Dallington, or one them, all of which said parishes are in the county of Northampton.

Powers will be taken in the said intended Act to vest in the Company so to be incorporated all the undertaking, works, effects, property, rights, and privileges of the existing Company, and to enable the Company so to be incorporated to hold, possess, and exercise the same and all such other powers as may be necessary to enable them to carry out the purposes for which the existing Company was established, and for continuing, maintaining, and renewing the existing works, and improving and extending the supply of water as aforesaid.

Powers will also be taken in the said intended Act to enable the Company so to be incorporated to effect the following objects or some of them, that is to say: To cross, divert, alter, break, or stop up turnpike and other roads, highways, bridges, streets, lanes, passages, and places within the limits aforesaid; and to lay down, continue, and maintain, and from time to time renew mains, pipes, and other apparatus for the distribution of water within such limits; to maintain the pipes and works already laid down and constructed through a certain garden situate near the Billing-road, in the parish of Saint Giles, in the borough of Northampton, belonging to the mayor, aldermen, and burgesses, of the borough of Northampton, and under lease to one Hannah Corby and from thence along the ditch adjoining the garden ground of the said mayor, aldermen, and burgesses, in the said parish of Saint Giles, and in the occupation of John Macquire and others, into the public road leading from Northampton to Bedford, and thence under a certain public footway called the New Walk, in the said parish of Saint Giles, under a certain meadow or public pasture belonging to the said mayor, aldermen, and burgesses, and situate in the parishes of Saint Giles and All Saints, in the said borough, and called Cow Meadow, to the entrance to a certain street or lane, in the said borough, called Cow Lane; and from time to time to repair the same pipes and make additions thereto and alterations therein, or to lay down and construct and maintain such other pipes and works in lieu thereof, as the Company so to be incorporated deem necessary or proper; and for those purposes to purchase land by agreement, or to acquire easements along the course of and adjoining such pipes; to hold, purchase by agreement, and take on lease or in fee, lands, houses, and other property, and to provide engine-houses, buildings, apparatus, and works thereon, for the purpose of obtaining, storing, conveying, and supplying water within the aforesaid limits.

To supply water to public bodies and private persons for public, sanitary, trade, and domestic purposes, and to enable the Company proposed to be incorporated, and the mayor, aldermen, and burgesses of the town or borough of Northampton, and the Northampton Improvement Commissioners respectively, to enter into and make contracts

and agreements with reference to the supply of water for any of such purposes, and also to confirm or to alter, vary, or annul, an indenture dated the twenty-ninth day of March, one thousand eight hundred and forty-one, and an agreement dated the twenty-ninth day of September, one thousand eight hundred and fifty-seven, made and entered into between the said mayor, aldermen, and burgesses of Northampton, and the Directors of the existing Waterworks Company, and all such other deeds, contracts, or agreements as may be considered expedient, and generally to confer upon the Company so to be incorporated all necessary powers and authorities for supplying water and carrying on the business of a Water Company within the limits aforesaid.

To levy and recover rates, rents, and charges for the supply of water; to confer, vary, or extinguish exemptions from the payment of rents, rates, and charges; to authorize compositions for rates, rents, and charges: to vary or extinguish existing rights and privileges with respect to rates, rents, and charges; and to confer other rights and privileges in reference thereto.

To regulate the capital and borrowing powers of the Company when so incorporated, and to enable them to raise additional capital by the creation of shares, ordinary or preferential, and by borrowing, for carrying out the aforesaid objects, and for discharging the debts and liabilities of the existing Company, and otherwise to regulate the management and affairs of the Company, and to alter existing arrangements relating thereto.

The said intended Act will incorporate all or some of the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" and "The Waterworks Clauses Act, 1847," and all other usual and necessary clauses, powers, and provisions; and will alter and amend the Local Act of the 6 and 7 Victoria, cap. 78, intituled "An Act for better Paving, Lighting, Cleansing, and Improving the Town and Borough of Northampton," and all other Acts or Charters which may impede or interfere with the objects and purposes of the said intended Act.

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 twenty-third day of December next.

Dated this first day of November, one thousand eight hundred and sixty.

John Becke, Northampton, Solicitor and Agent for the Company.

Muggeridge and Bell, 26, Duke-street, Westminster, Parliamentary Agents.

Llanidloes and Newtown Railway.

(Power to raise additional Capital; Revival of power for purchase of land and extension of time for completion of works; Arrangement 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, for all or any of the following purposes, that is to say,—

To enable the Llanidloes and Newtown Railway Company (hereinafter called "the Company,") to raise further sums of money for the general purposes of their undertaking, by the creation of new shares, either with or without preference or priority in payment of interest or dividend, and by borrowing on mortgage or bond, or by either of those means.

To revive the powers granted by the Llanidloes and Newtown Railway (Canal Extension) Act, 1859, for the purchase of lands required for the works by that Act authorised, and to extend the time thereby limited for the completion of those works.

To enable the Company and the Newtown and Machynlleth, the Shrewsbury and Welchpool, the Great Western and the London and North-Western Railway Companies, and the Shropshire Union Railways and Canal Company, or the Company, and any one or more of those Companies, to enter into and carry into effect contracts and agreements in respect of the working, maintenance, and use of the Railway of the Company, or any part thereof, and the supply of engines, carriages, and rolling stock for the purposes thereof, and the conduct, regulation, interchange, and management of the traffic, upon or over the said railway, or any part thereof, and also for affording facilities for the transfer and transmission of traffic passing to and from the railway of the Company, from or to the railways or canals of the said Companies, or any one or more of them, and for the fixing, levying, dividing, and apportioning of tolls, and charges arising from such traffic, and to enable the said Companies, or any one or more of them, to levy tolls on the railway of the Company, or any part thereof, and if necessary or expedient, to provide for the appointment of a joint Committee for the purposes aforesaid, and to confer upon such Committee such powers as may be necessary or expedient to regulate their proceedings.

To alter, enlarge, vary, or repeal, all or some of the powers and provisions of the several Acts following, or some of them, that is to say—"The Llanidloes and Newtown Railway Act, 1853,"—"The Llanidloes and Newtown Railway (Deviation) Act, 1856," and "The Llanidloes and Newtown Railway (Canal Extension) Act, 1859,"—"The Newtown and Machynlleth Railway Act, 1857," "The Shrewsbury and Welchpool Railway Act, 1856," and the other Acts relating to or affecting the Shrewsbury and Welchpool Railway Company; the Act passed in the 5th and 6th years of the reign of King William the Fourth, intituled "An Act for making a railway from Bristol to join the London and Birmingham Railway near London, to be called the Great Western Railway, with Branches therefrom to the towns of Bradford and Trowbridge, in the County of Wilts," and the other Acts relating to or affecting the Great Western Railway Company; the Act passed in the 9th and 10th years of the reign of Her present Majesty, intituled "An Act to consolidate the London and Birmingham Grand Junction, and Manchester and Birmingham Railway Companies," and the several other Acts relating to or affecting the Company by that Act incorporated, viz.:—the London and North-Western Railway Company; and the Acts passed in the 9th and 10th years of the reign of Her present Majesty, chapters 322, 323 and 324, incorporating the Shropshire Union Railways and Canal Company, and the several other Acts relating to or affecting that Company.

And notice is hereby also given, that on or before the 22nd day of December, in the present year, printed copies of the Bill for effecting the objects specified in the Notice, or some of them, will be deposited in the Private Bill Office of the House of Commons.

Dated the tenth day of November, 1860,

Thomas Hayward, Llanidloes,
Solicitors for the Bill.

The Uxbridge and Rickmansworth Railway.

(Incorporation of Company for making a Railway from Uxbridge to Rickmansworth, with a Branch to Scott's Bridge Mill; Working and other Arrangements with, and Subscription by Great Western Railway Company; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to incorporate a Company (herein called the Company) for the following purposes, or some of them, that is to say: to make and maintain upon the broad gauge of seven feet, the following railways or one of them, with all proper works, approaches, stations, and other conveniences connected therewith respectively, that is to say:—

1. A railway commencing in the parish of Hillingdon by a junction with the Uxbridge branch of the Great Western Railway at or near a point distant 30 chains or thereabouts from the Uxbridge Station of the said branch railway, and terminating in the parish of Rickmansworth by a junction with the authorized Watford and Rickmansworth Railway, at or near the termination thereof, at or near the turnpike road leading from Rickmansworth to Harrow, at about six chains north of the bridge over the River Colne, called Blatchworth-bridge, and which railway will be situate within the parishes, townships chapelries, and extra-parochial or other places following, or some of them, that is to say: Uxbridge, Cowley, Hillingdon and Harefield in the county of Middlesex, Denham in the county of Buckingham, and Rickmansworth in the county of Hertford.

2. A branch railway wholly in the parish of Rickmansworth, and county of Hertford, commencing by a junction with the hereinbefore described, intended railway at or near the point of its junction with the authorized Watford and Rickmansworth Railway as hereinbefore described and terminating at the field in which a certain mill known as Scott's Mill, is situate and about fifty yards to the westward of the said mill.

To purchase and take by compulsion for the purposes aforesaid, or any of them, lands, houses, and other property; to vary or extinguish all existing rights and privileges connected with the lands, houses, and property so to be purchased and taken, or which would in any manner impede or interfere with the construction, maintenance or use of the said railways and works, or any of them, and to confer other rights and privileges; and also to cross, alter, divert, and stop up such highways, turnpike or other roads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, and water-courses, as it may be necessary or expedient to cross, alter, divert, or stop up for the purpose of making and maintaining or using the said railways, or either of them, or any of the works, approaches, stations, or conveniences connected therewith respectively.

To levy tolls, rates, and duties on and for the use of the said railways and works, and for the conveyance of passengers, animals and goods thereon; and to confer exemptions from payment of such tolls, rates, and duties, and certain other rights and privileges relating thereto.

To authorize the Great Western Railway Company 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; 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 Great Western Railway Company to vote at meetings of the Company, and to appoint Directors thereof.

To enable the Company and the Great Western Railway Company to enter into arrangements and agreements for the working, maintenance, and use by the Great Western Railway Company of the said intended railways, or either of them, or any part or parts of the same; and 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 Great Western Railway Company, and to enable the Great Western Railway Company to apply any portion of their income or capital towards the purposes, or any of them, of such arrangements or agreements.

To alter, amend, enlarge, or repeal, so far as it may be necessary for such purpose as aforesaid, all or any of the provisions of the several Acts relating to the Great Western Railway Company, that is to say: Local and Personal, 5th and 6th William IVth, cap. 107; 6th William IVth, 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, and 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. 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; 22nd and 23rd Victoria, caps. 1, 40, 64, 76, 105, 120, 134, and 138; and 23rd and 24th Victoria, caps. 11, 69, and 196; and also "The Watford and Rickmansworth Railway Act, 1860."

Duplicate plans and sections, showing 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 St. Albans, 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, sections, and book of reference as

relates to each of the parishes in or through which the said intended railway 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 23rd 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 sixty.

F. F. Jeyes, 22, Bedford-row, Solicitor for the Bill.

Tyne Coal Drainage.

(Incorporation of Commissioners—Construction of Works—Drainage of Coal Basin and Coal Fields, situate and lying within the borough and county of Newcastle-upon-Tyne, and eastward of the said borough and county, in the counties of Northumberland and Durham—Rates on Mines and Coal Fields, and Rates on Coal worked and raised therefrom—Powers to Corporations, and Persons under Disability, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill for all or some of the purposes following, that is to say : to provide for the more efficient and effectual drainage of the coal basin and coal district, comprised in the parishes, chapelries, extra-parochial places and townships following, that is to say, of St. Nicholas, St. John, St. Andrew's, All Saints, Westgate, Elswick, Byker, Heaton, and Jesmond, in the borough and county of Newcastle-upon-Tyne, Fenham, Benwell, Long Benton, Little Benton, Walker, Killingworth, Gosforth, North Gosforth, South Gosforth, Coxlodge, Wallsend, Howdon Pans, Willington, Tynemouth, Chirton, Cullercoats, Monkseaton, Murton, North Shields, Preston, Whitley, or some of them, in the county of Northumberland, and Gateshead, Gateshead Fell, Heworth, otherwise Nether Heworth, Hebburn, Monkton, Jarrow, Hedworth, Westoe, otherwise Wivestoe, Saint Hilda or South Shields, Harton, Whitburn, East Boldon, and West Boldon, or some of them, in the county of Durham, hereinafter referred to as "the district," and for the execution of works for relieving the mines of coal and the coal fields within the district from water.

To constitute and incorporate a body of Commissioners, and to regulate their qualification, election, powers, and duties, and to enable them to raise and borrow money upon mortgage upon the security of the rates, tolls, duties, and contributions to be granted to them, or vested in them by the said Bill.

To grant to persons and corporations, having a limited interest in any coal fields and lands within the said district, or any interest in the working, shipment, and export of coals therefrom, power to raise money, and to contribute and lend the same on the security of the rates, tolls, and duties, to be granted to, and vested in, the said Commissioners, and to concur in, and carry into effect the objects and provisions of the Bill.

To authorise the Commissioners to execute the following works, or any of them, that is to say : a pumping station, with shafts, engines, and other works, on land at or near a place called the Friar's Goose, in the parish of Gateshead, belonging to

the Ecclesiastical Commissioners for England, and in the occupation of the lessees of Tyne Main Colliery, with an outfall or offtake drift or watercourse, extending from the said station to a point immediately eastward of the said station ; on a rivulet or brook, in the chapelry of Heworth, in the parish of Jarrow, and which flows into the river Tyne, in the parish of St Nicholas aforesaid. A Pumping Station, with shafts, engines, and other works, at or near a place called the B Pit, at Hebburn Colliery, in the township of Hebburn, in the parish of Jarrow, on land belonging to Lieutenant-Colonel Ellison, and now in the occupation of the lessees of Hebburn Colliery, with an outfall or offtake drift or watercourse, extending from the said station to the river Tyne aforesaid, at or near a point immediately west of the Staith, belonging to the said Hebburn Colliery. A pumping station, with shafts, engines, and other works, on land at or near a place called the Alfred Pit, in the township of Jarrow, in the said parish of Jarrow, belonging to Thomas Drewitt Brown, Esq., and now unoccupied, with an outfall or offtake drift or watercourse, extending from the said station to the river Tyne aforesaid, at a point at Jarrow-quay, in the said township of Jarrow. A pumping station, with shafts, engines, and other works, on land at or near a place called Manor Wallsend Pit, in the township of South Shields, in the parish of Jarrow, belonging to the Dean and Chapter of Durham, and in the occupation of the lessees of Hilda and Harton Collieries, with an outfall or offtake drift or watercourse, extending from the said station to the river Tyne aforesaid, at a point on Jarrow Slake, west of the said station. A pumping station, with shafts, engines, and other works on land, at or near a place called the Howdon Pit, near Percy Main, in the township of Chirton, in the parish of Tynemouth, belonging to His Grace the Duke of Northumberland, with an outfall or offtake drift or watercourse, extending from the said station to a point immediately west of and adjoining the said station, on a rivulet or brook which falls into the river Tyne aforesaid. And a pumping station, with shafts, engines, and other works, on land at or near a place called the G or Church Pit, in the township of Wallsend, belonging to the Dean and Chapter of Durham, or Mr. Joseph Mordue, or one of them, and in the reputed occupation of Messrs. Losh, Wilson, and Bell, with an outfall or offtake drift or watercourse, extending from the said station to the river Tyne aforesaid, at or near a point south of the said station, and situate between Killingworth Staith and Burradon Staith, within the said township.

All the above works to be authorised by the Bill will be situate in, or pass from, through, or into the several parishes, townships, chapelries, and extra-parochial places of Gateshead, Heworth, Hebburn, Jarrow, and South Shields, or some or one of them, in the county of Durham ; and Tynemouth, Chirton, and Wallsend, or one of them, in the county of Northumberland.

In connection with the works, and for the purposes of the drainage of the said district, to authorise the Commissioners to sink or use existing pits, shafts, drifts, levels, and watercourses, and to drive other drifts, levels, and watercourses, and execute other works underground, in any part of the said districts.

And it is intended in the said Bill to apply for powers for the compulsory purchase of engines, engine houses, pits, shafts, or lands and houses, to be described in the plans hereinafter mentioned, and to authorise the acquirement of any engines, engine houses, pits, shafts, and lands or easements,

in or under lands within the district, by compulsion or agreement, or the purchase of other lands by agreement, and to vary or extinguish all rights and privileges connected with such lands, houses, and other property, and also to make provision for the temporary occupation of lands, during the execution of the work, and for the permanent deposit of spoil earth, or soil, thereon.

And it is intended in the said bill to apply for powers to levy rates or taxes upon, or in respect of, the coal mines, coal fields, and mineral and other property within the district, and to levy a rate, due, or payment, upon all coal worked and raised within the district.

To incorporate with the Bill some of the powers and provisions of the following Acts, namely:—"The Commissioners Clauses Act, 1847;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" and any other public consolidation Act.

Duplicate plans and sections, describing the situation, line, or course, and levels of the intended works before described, and the lands to be taken for the purposes thereof; and 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 the lands and houses which may be taken under the powers of the Bill; together with a copy of this Notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited, for public inspection with the Clerk of the Peace of the borough and county of Newcastle-upon-Tyne, at his office in the said borough; with the Clerk of the Peace for the county of Northumberland, at his office in Newcastle-upon-Tyne aforesaid; and with the Clerk of the Peace for the county of Durham, at his office in the city of Durham, and on or before the said 30th day of November, a copy of so much of the said plans, sections, and books of reference, as relates to the several parishes before mentioned, in or through which the works are intended to be made, with a copy of this notice, will be deposited with the parish clerk of each such parish, at his residence.

Printed copies of the intended Bill will, on or before the 22nd day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1860.

Joseph Anderson, Solicitor, Newcastle-upon-Tyne.

Axminster, Seaton, and Beer Junction Railway.
(Incorporation of Company; Construction of Railway and Bridge over the Axe; Arrangements with, and Contributions by, the London and South-Western Railway Company.)

APPPLICATION will be made to Parliament next Session, for an Act to incorporate a Company, for making and maintaining the railway hereinafter mentioned, together with stations, approaches, bridges, roads, communications, and other works, and to empower the Company so to be incorporated (hereinafter called "The Company"), to effect the objects hereinafter mentioned, or some of them (to wit):

To make and maintain a railway, commencing in the parish of Shute, in the county of Devon, by a junction with the Exeter Extension Line of the London and South-Western Railway Company, at or near the Colyton Station on that line, passing from, in, through, or into the parishes or

places of Shute, Colyton, Colyford, and Seaton and Beer, all in the county of Devon, and terminating in the parish of Seaton and Beer, in the same county, in or near a field or inclosure, being part of the marsh there, and belonging to Sir Walter Calverley Trevelyan, Bart., and abutting on the road leading from Seaton to Axmouth, at or near the ford through the River Axe, and adjoining the south end of the embankment of the River Axe.

To make and maintain also a road-bridge over the River Axe, with approaches, commencing in the said parish of Seaton and Beer, at or near the termination of the said intended railway as hereinbefore described, and terminating in the parish of Axmouth, in the county of Devon, in a field belonging to John Hothersall Hallett, Esquire, abutting on the public road leading from Axmouth to the ford over the River Axe and to the harbour (and which bridge and approaches will be wholly in the said parishes of Seaton, and Beer, and Axmouth).

To cross, divert, alter, or stop up, for the purposes of the intended railway, bridge and works, and either temporarily or permanently, any roads, streets, highways, streams, pipes, sewers, canals, navigations, rivers, bridges, railways, and tram-roads within or near the parishes and places aforesaid, or any of them.

To purchase, by compulsion and by agreement, lands, houses, and hereditaments, for the purposes of such railway, bridge and works, and to levy tolls, rates, and duties upon, or in respect of, the intended railway, bridge 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 Act to empower the London and South-Western Railway Company, 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 both or either of the contracting companies of the intended railway bridge and works, 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 for the purposes aforesaid, to vary the tolls now authorized to be taken by the London and South-Western Railway Company, and also to empower the London and South-Western Railway Company to appoint some of the directors of the Company, and to take and hold shares in, and subscribe towards the intended undertaking of the Company, or any part thereof, and to guarantee to or for the Company such interest, dividend, loans, annual or other payments, as may be agreed upon between them, and to raise further capital for those purposes 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, and to borrow further moneys.

And it is intended, so far as requisite for the purposes of the Act, to amend the Acts of Parliament relating to the London and South-Western Railway Company (to wit), 4th and 5th William IV., chapter 88; 1st Victoria, chapter 71; 1st and 2nd Victoria, chapter 27; 2nd and 3rd Victoria, chapter 28; 4th and 5th Victoria, chapters 1 and 39; 7th and 8th Victoria, chapters 5, 68, and 86; 8th and 9th Victoria, chapters 86, 88, 93, 107, 121, 165, 185, and 199;

9th and 10th Victoria, chapters 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10th and 11th Victoria, chapters 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11th and 12th Victoria, chapters 75, 85, 87, 89, 125, and 157; 51st George III., chapter 196 (local and personal); 12th and 13th Victoria, chapters 33 and 34; 13th and 14th Victoria, chapter 24; 14th and 15th Victoria, chapter 83; 16th and 17th Victoria, chapters 99 and 164; 17th and 18th Victoria, chapters 186 and 208; 18th and 19th Victoria, chapters 122, 177, and 188; 19th and 20th Victoria, chapter 120; 20th and 21st Victoria, chapters 18, 24, 72, 121, and 186; 21st and 22nd Victoria, chapters 56, 58, 67, 89, and 101; 22nd Victoria, chapter 8; 22nd and 23rd Victoria, chapters 31, 44, 81, 95, and 134; and 23rd and 24th Victoria, chapters 92, 103, 124, 158, and 185.

Plans and sections of the proposed railway bridge and works, with 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, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Devon, at his office, at Exeter; 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 or extra-parochial place in or through which the said railway, bridge and works will be made, together with a copy of this notice, 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 Act will be deposited in the Private Bill Office of the House of Commons on or before the 22nd day of December next.

Dated this 5th day of November, 1860.

Edwards, Radcliffe, and Davies, 8, Delahay-street, Westminster,

Dommett and Canning, Chard,

Bond and Baker, Axminster,

Solicitors for the Bill.

Universal Private Telegraph Company.

(Incorporation of Company; purchase and use of PROFESSOR WHEATSTONE'S PATENTS.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to incorporate into a Company, hereinafter called "the Company," the shareholders of "the Universal Private Telegraph Company Limited," together with such other persons or corporations as may become shareholders in the said Company, with the following, or some of the following powers, that is to say:—

To purchase the following Letters Patent and the privileges thereby respectively granted and incident thereto, that is to say: Letters Patent under the Great Seal of the United Kingdom of Great Britain and Ireland, bearing date respectively the 2nd day of June, 1858, and the 2nd day of June, 1858, and numbered 1,239 and 1,241, granting unto Charles Wheatstone, his executors, administrators, and assigns, the sole use of his inventions of "improvements in Electric Telegraphs, and in apparatus connected therewith," and "improvements in Electro-Magnetic Telegraphs and apparatus, and for transmitting signs or indications to distant places by means of electricity, commonly known or distinguished as

Wheatstone's Universal Telegraph," and also any other existing or any future Letters Patent for further improvements in the said Letters Patent, or otherwise relating thereto, and to enable the Company to make use and exercise and to sell and grant licences to any party or parties in respect of such inventions and improvements as aforesaid, or any of them, in any part of Her Majesty's dominions of and in Great Britain and Ireland and the Colonies, and elsewhere.

To provide and maintain a system of private telegraphic communication by means of the said Patents for public institutions, offices, and counting-houses; railway, police, and fire stations; banks, docks, manufactories, warehouses, and other establishments.

To enable the Company or other persons, their agents, licensees, and servants from time to time to open the surface of and otherwise temporarily to interfere with streets, turnpike-roads, highways, public and private roads, ways, footpaths, pavements and thoroughfares, occupation roads and footpaths, carriage-roads, bridle-roads, railways and railway slopes or embankments, towing-paths, canal banks, and all other lands whatsoever; and to temporarily interfere with the gas-pipes, water-pipes and drains beneath the said streets, roads, and footpaths for the purpose of laying down such telegraphic wires, pipes, tubes, and apparatus as may be necessary for the purposes aforesaid, and of removing, repairing or reinstating the same, or of substituting others in their place.

To enable the Company to erect and set up posts and other apparatus for suspending and supporting the said telegraphic wires in, upon, and along streets, turnpike-roads, highways, public and private roads, ways, footpaths, pavements and thoroughfares, occupation roads and footpaths, carriage-roads, bridle-roads, railways and railway slopes or embankments, towing-paths, canal-banks, and other lands; and also to erect and affix the said posts and apparatus, and to suspend the said wires over, upon, and along any houses or other buildings, curtilages, and premises, with powers of free ingress, egress, and regress thereto and therefrom at all seasonable hours for all or any of the above purposes.

To purchase and take upon lease or otherwise, and hold such lands, tenements, hereditaments and premises, and rights, privileges, and easements in or over lands, tenements, hereditaments, and premises, as may be necessary or expedient for offices, stations, or otherwise to enable the Company to carry out the purposes of the said intended Act.

To demand, levy, receive and take rates, rents and charges for the erecting, fitting up, hire and use of wires, instruments and apparatus for the transmission of private telegraphic messages, and to grant exemption from payment of such rates, rents and charges; and also to vary or extinguish all existing rights and privileges in any manner connected with the lands, tenements, hereditaments and premises which may be purchased or used under the powers of the said Act, which would prevent or interfere with the carrying into effect of any of the objects or purposes thereof; and to confer other rights and privileges.

To authorize contracts and agreements between the said Company and any other company or companies, and any trustees, commissioners, vestries, local or parochial boards, or other public bodies, officers, or other persons, with respect to the interference with any public streets, roads, ways, messuages, tenements, buildings, or institutions, and other premises, or which may be proper or convenient for enabling the Company to carry

the objects of the said intended Act 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, prior to the passing of the said Act; and also to enable the Company to have, use, and exercise, all powers, rights, authorities, and privileges, usually conferred upon Telegraph Companies, or inserted in Acts of a like nature, or which would be convenient or useful for enabling the said Company to carry out the objects aforesaid.

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 6th day of November, 1860.

F. F. Jeyes, 22, Bedford-row, Solicitor for the Bill.

In Parliament.—Session 1861.

Great Northern Railway Company.

(Purchase of Hertford, Luton and Dunstable Railway; Extension of time for Works at King's Cross).

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

The transfer to the Great Northern Railway Company, either immediately by means of provisions in the Bill, or at a date to be fixed by the Bill of the undertaking of the Hertford, Luton, and Dunstable Railway Company (hereinafter called The Luton Company) and of all the lands and other property, whether real or personal, and of all the powers, rights, and privileges, duties, debts, and liabilities of the same Company, and the merging of the capital of the Luton Company, whether the same consists of ordinary or preference shares or of borrowed money, in the capital of the Great Northern Railway Company.

The application by the Great Northern Railway Company of their existing capital to the completion of the undertaking so transferred, and to the other purposes of the Bill, and the raising by the same Company of additional capital by shares or loan, either with or without priority of dividend and interest, and any other advantages over their existing capital, and the guarantee by the same Company of interest and dividends upon the shares and borrowed capital of the Luton Company.

The raising by the Luton Company of additional capital by shares and loan for the completion of their undertaking, and the attaching to that capital a right to priority of dividend or interest, and other advantages over the existing capital of the Luton Company.

The Bill will confirm any agreements already made between the said Companies touching the matters aforesaid, subject, however, to such modifications of the agreements as may be concurred in by both Companies; and it may enable the Companies to enter from time to time into agreements with relation to the same matters, and to effect the intended transfer by means of such agreements, instead of under the provisions of the Bill, and the Bill will vary all existing rights and privileges, whether of preference shareholders, mortgagees, or other persons or bodies, so far as may be necessary for the purposes of the Bill.

The purchase by the Great Northern Railway Company, either compulsorily or by agreement, of a certain piece of land in the parish of Dunstable, in the county of Bedford, situate in or near

Church-street, and belonging to the Trustees of the Dunstable Charity.

The Bill will for this purpose incorporate "The Companies Clauses Consolidation Act, 1845;" "The Railways Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" and "The Lands Clauses Consolidation Acts Amendment Act, 1860."

On or before the 30th day of November instant, duplicate plans of this piece of land, together with a book of reference to the plan, and a copy of this notice, will be deposited with the Clerk of the Peace for Bedfordshire, at his office at Bedford, and with the parish clerk of Dunstable, at his residence.

The Bill will extend the time granted to the Great Northern Railway Company by the Act 22 Vic., cap. 35, for the purchase of land and the construction of works authorised by the said Act.

The Bill will alter, amend, and enlarge the powers and provisions of the several Acts following, as well as of any other Acts relating to the Great Northern Railway Company and their undertakings, namely (local and personal), 9 and 10 Vic., caps. 71 and 88; 10 and 11 Vic., caps. 113, 125, 143, 146, 148, 272, 286 and 287; 11 and 12 Vic., cap. 62, 71, and 114; 12 and 13 Vic., cap. 84; 13 and 14 Vic., cap. 61; 14 and 15 Vic., caps. 45 and 114; 16 and 17 Vic., cap. 60; 18 and 19 Vic., cap. 124; 20 and 21 Vic., cap. 138; 21 and 22 Vic., cap. 113; 22 Vic., cap. 35; and the 23 and 24 Vic., cap. 168; and also of the several Acts relating to the Luton Company, namely, "The Hertford and Welwyn Junction Railway Act, 1854," (17 and 18 Vic., cap. 127); "The Luton, Dunstable, and Welwyn Junction Railway Act, 1855," (18 and 19 Vic., cap. 146); "The Luton, Dunstable, and Welwyn Junction Railway Act, 1856," (19 and 20 Vic., cap. 69); and "The Hertford, Luton, and Dunstable Railway Act, 1858," (21 and 22 Vic., cap. 74); and "The Hertford, Luton and Dunstable Railway Act, 1859" (22 and 23 Vic., cap. 33); and of any other Acts relating to that Company.

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

Dated this 6th day of November, 1860.

Johnston, Farquhar, and Leech, 65, Moor-gate-street, Solicitors for the Bill.

Shadwell Ferry.

(Incorporation of Company; Formation of Ferry and Approaches.)

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

1. To incorporate a Company, and enable such Company to establish and maintain a steam ferry or floating bridge across the River Thames, with all necessary works and apparatus connected therewith, from or near New Crane Stairs, in the parish of St. Paul, Shadwell, in the county of Middlesex, to or near Church Passage, near St. Mary's Church, in the parish of St. Mary, Rotherhithe, in the county of Surrey.

2. To make, construct, and maintain two approaches to such ferry as hereinafter mentioned, one of such approaches to be wholly situate in the said parish of St. Paul, Shadwell, commencing at or near Coleman-street, New Gravel-lane, and terminating in the River Thames, at or near the said intended ferry, in the said county of Middlesex, and the other of such approaches to be

wholly situate in the said parish of St. Mary Rotherhithe, commencing at or near Church Stairs, adjoining Rotherhithe-street, and terminating in the River Thames, at or near the said intended ferry, in the said county of Surrey.

3. To purchase by compulsion or agreement, and otherwise take lands, houses, and other property, for the purposes of the undertaking, and to levy tolls, rates, and charges for the use of the ferry.

4. To cross under, or by the side of, and to stop up, either temporarily or permanently, roads, streets, streams and ways that may be necessary or proper for the maintenance or use of the ferry, or for constructing or maintaining the approaches before described, and to remove all works and obstructions that may impede or interfere with any of the before-mentioned objects.

5. To confer, vary, or extinguish rights and privileges over all lands, houses, and other property to be taken, acquired, or interfered with by the Company.

6. To incorporate with the Bill all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Lands Consolidation Act, 1845," "The Harbours, Docks, and Piers Clauses Act, 1847," "The Lands Clauses Consolidation Acts Amendment Act, 1860," and the clauses of "The Railways Clauses Consolidation Act, 1845," with respect to the temporary occupation of lands near the railway during the construction thereof.

Duplicate plans and sections, describing the situation and levels of the works, and the lands, houses, and other property intended to be taken for the purpose, 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 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 Middlesex, at the Sessions-house, Clerkenwell, and at the office of the Clerk of the Peace for the county of Surrey, at Lambeth; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to the several parishes aforesaid, and also a copy of the Gazette notice will be deposited as follows:—in respect of the parish of St. Paul, Shadwell, with the Clerk of the District Board of the Limehouse District, at his office; and with respect to the parish of St. Mary, Rotherhithe, with the Clerk of the Vestry of that parish, at his office.

Printed copies of the proposed Bill will, on or before the 22nd day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 6th day of November, 1860.

Mold and Denbigh Junction Railway.

(Incorporation of Company; Power to make Railways; Powers of Subscription, &c., to London and North Western, Vale of Clwyd, and Denbigh, Ruthin, and Corwen Railway Companies; Use of Railways of the said Companies; Working Traffic and other Arrangements and Agreements, and Provisions in default of Agreement; 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 incorporate a Company (herein called "the Company"), and to enable the Company to make and maintain the following Railways, or one of them, with all proper buildings, works, and conveniences connected therewith respectively, that is to say:

(1.) A railway commencing by a junction with the Mold Branch of the Chester and Holyhead Railway at or near the Mold Station thereof, passing through or into the several parishes, townships, or other places following, or some of them (that is to say): Mold, Llwynegryn, Gwysaney, Gwernaffield, Cilcen, Meechlas, Dolfechlas, Cefn, Llys-y-coed, Trelynian, Llysdanhunedd, Northop, Caerfallwch, Halkin, Hendrefigillt, Ysceifiog, Garneddwen, Trellan-isa, Trefraith, Bodigan, Coed-y-mynydd, Caerwys, Tredre, Trelan, Trefechan, and Bodfari, all in the county of Flint; Nannerch and Bodfari, partly in the county of Flint and partly in the county of Denbigh, Penbedw, Aberwheeler, Henllan, Bannister-isa, Lleweny, Denbigh, and the borough of Denbigh, all in the county of Denbigh; and terminating by a double junction with the Vale of Clwyd Railway, one of such junctions being at a point 70 yards or thereabouts, to the south of the 8-miles' post on the Vale of Clwyd Railway, and the other of such junctions being at a point 570 yards, or thereabouts, to the south of the said 8-miles' post:

(2.) A Railway commencing by a junction with the first-mentioned intended railway, at or near Bodfari, in the parish and township of Bodfari, in called the county of Flint, in or near a certain field Werglodd Forge, occupied by Thomas Owens and Owen Owens, passing through or into the said parishes, townships, or other places following, or some of them (that is to say): Bodfari Aberwheeler Henllan, Bannister-isa, Lleweny, Denbigh, and borough of Denbigh, and terminating by a junction with the authorized line of the Denbigh, Ruthin, and Corwen Railway, in a certain field in the said parish and borough of Denbigh, called Wergloddnewydd, the property of the devisees and trustees of the will of the late John Copner Williams, and occupied by David Hughes.

To enable the Company to purchase lands and buildings by compulsion or agreement for the purposes of the intended Act, or any of them, and to stop up, alter, or divert roads, railways, tramways, rivers, streams, watercourses, aqueducts, sewers, pipes, and other works, for the purposes of the intended Act, and to vary or extinguish all existing rights and privileges connected with the lands and buildings taken, or which would in any manner impede or interfere with the construction, maintenance, or use of the intended railways, or either of them, and to confer other rights and privileges, and to levy tolls, rates, and duties, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from payment of tolls, rates, and duties.

To enable the London and North Western Railway Company, the Vale of Clwyd Railway Company, and the Denbigh, Ruthin, and Corwen Railway Company (herein called "the three Companies"), or any or either of the three Companies, to subscribe towards and hold shares in the undertaking of the Company, and to guarantee funds, interest, or dividends in or for the purposes of the undertaking, and to appoint Directors of the Company, and to raise capital in their own undertakings respectively, by mortgage, or by the creation of shares with or without preference or priority in payment of dividend, or other special advantages, and to apply their corporate funds for the purposes of the said intended Act.

To enable the Company, or any other Company, for the time being working the traffic on the rail-

way of the Company, to run over and use with their engines and carriages of every description the whole or any portion of the Vale of Clwyd Railway, the Denbigh, Ruthin, and Corwen Railway, and the Mold Railway, together with all stations, sidings, watering-places, booking-offices, or other conveniences upon or connected with such railways respectively, and to enable the Company, or any such other Company as aforesaid, to levy tolls upon the Vale of Clwyd Railway, the Denbigh, Ruthin, and Corwen Railway, or the Mold Railway, and if necessary or expedient to alter and vary the tolls and charges now authorized to be taken on the last-mentioned railways, or any of them.

To enable the three Companies, or any or either of them, and all Companies or persons for the time being using the Vale of Clwyd Railway and Denbigh, Ruthin, and Corwen Railway, or any or either of them, to become carriers upon, and to construct, work, maintain and use the intended railway, or any part thereof, and to levy tolls, and make charges thereon.

To make provision for facilitating the interchange and transmission of traffic from, to, and over the intended railways, and the said other railways respectively, or any or either of them, and for securing through, booking from, to, and over the said railways respectively, or any of them; also for fixing or ascertaining and settling the tolls, rates, and charges to be levied or charged, and other terms and conditions to be imposed for, or in respect of any of the purposes aforesaid, and to make such alterations and reductions in the tolls, rates, and charges at present authorized to be levied or charged upon the said railways, or either of them, as may be necessary; and to authorize the said Companies, or any of them, from time to time to enter into agreements with respect to all or any of the matters aforesaid, and to confirm any such agreements as may have been entered into prior to the passing of the said intended Act, or, in default of agreement, to confer all necessary powers for effecting the objects aforesaid, or any of them.

And it is proposed by the said intended Act to amend some or any of the provisions of the following Acts relating to the London and North Western Railway Company (that is to say): the Acts (local) 8 and 9 Vict. caps. 36, 37, 43, 105, 111, 112, 123, 156, and 193; 9 Vict. cap. 67; 9 and 10 Vict. caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vict. caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 162, 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 108; 21 and 22 Vict. caps. 130, 131; 22 and 23 Vict. caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vict. caps. 77, 79, and 123; and of "The Vale of Clwyd Railway Act, 1856," and of "The Denbigh, Ruthin, and Corwen Railway Act, 1860."

And notice is hereby given, that on or before the 30th day of November, 1860, the following deposits will be made (that is to say):

1st. A plan and section (both in duplicate) of the intended railways and of the lands to be taken under the powers of the Bill, a book of reference to the plan, a published map with the line of the railways marked thereon, showing their general

course or direction, and a copy of this notice, with the Clerk of the Peace of the county of Flint, at his office in Mold, and with the Clerk of the Peace of the county of Denbigh at his office in Ruthin:

2nd. With the parish clerk of each parish in which any part of the railways will be situate or lands lie, a copy of so much of the said plan, section, and book of reference as relate to the part of the railway and lands in that parish, and a copy of this notice; and that on or before the 22nd of December, 1860, printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated the 10th day of November, 1860.

A. T. Roberts, Mold, Solicitor for the Bill.

Oswestry and Newtown, Shrewsbury and Welchpool, Llanidloes and Newtown, and Newtown and Machynlleth Railway Companies.

(Amalgamation).

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

To authorise either immediately or at some future period the union and amalgamation, by, or under such name, and upon such terms and conditions as may have been, or may hereafter be agreed on, or as may be fixed, ascertained, and determined, in and by, or under the provisions of the intended Act of the Oswestry and Newtown, the Shrewsbury and Welchpool, the Llanidloes and Newtown, and the Newtown and Machynlleth Railway Companies, or of any two, or any three of such Companies, and the union and consolidation into one undertaking of the undertakings of of the said four Companies, or of any two, or any three of them, so that the undertakings, property, estate and effects, rights, powers, and privileges, of what nature or kind soever, and whether with reference to the purchase of lands or houses, the construction or use of Railways and works, the levying of tolls, rates or duties, or otherwise, which at the time of such amalgamation may be vested in, or may attach to, or might be held and enjoyed by the said Companies, or any of them, either with reference to their own undertakings, or the undertaking or part thereof, of any other Company or Companies, may be vested in and belong to, and be exercised and enjoyed by such one united and consolidated Company.

And the intended Act will also provide for the mortgage and bond, or other debts of the said respective Companies so to be amalgamated, and the security of the holders of such mortgages and bonds, and of other creditors, and also, if thought fit, for the dissolution of all or any of such Companies.

And the intended Act will also provide for carrying into effect all leases or agreements made by or on behalf of the said Companies, or any of them, with reference to their respective undertakings, as also all agreements in relation to the proposed amalgamation.

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 Oswestry and Newtown Railway Company, or their undertaking (that is to say): local and personal Acts, 18 and 19 Vict., cap. 86; and 23 and 24 Vict., caps. 101 and 139; and of the several Acts relating to the Shrewsbury and Welchpool Railway Company, or their under-

takings (that is to say): 19 and 20 Vict., cap. 133; 21 and 22 Vict., cap. 110; and 23 and 24 Vict., cap. 25; and of the several Acts relating to the Llanidloes and Newton Railway Company or their undertaking (that is to say), local and personal Acts, 16 and 17 Vict., cap. 143; 19 and 20 Vict., cap. 22; 22 and 23 Vict., caps. 30 and 63; and 23 and 24 Vict., cap. 133; and of "The Newtown and Machynlleth Railway Act, 1857."

And notice is also hereby given, that on or before the 22nd day of December next, printed copies of the Bill for effecting the objects aforesaid, or some of them, will be deposited in the Private Bill Office of the House of Commons.

Dated this 9th day of November, 1860.

Howell and Jones, Welshpool;
Thomas Hayward, Llanidloes;
Howell and Morgan, Machynlleth;
Solicitors for the Bill.

Swansea Harbour Trust.

(Power to Swansea Harbour Trustees to lease or sell the Swansea Harbour Railway and Wharves to South Wales Company; Power to that Company to apply and raise Capital; Power to Trustees to borrow further Sums; Amendment of Acts).

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

To enable the Swansea Harbour Trustees (herein called the trustees) to let on lease for a term of years, or in perpetuity, or to sell and transfer to the South Wales Railway Company (herein called the Company), the railway which the trustees are, by the "Swansea Harbour Act, 1857," authorised to make and maintain, together with the works, sidings, and conveniences connected therewith, and also certain wharves and premises respectively adjoining or near the North and South Docks, in the parish of Swansea, in the county of Glamorgan, now vested in, or belonging to, the trustees, under the powers contained in the "Swansea Harbour Act, 1857," upon such terms and conditions, and for such considerations, as may have been, or may be, agreed upon between the trustees and the Company, or as may be fixed and determined in and by the said intended Act; and to enable the Company to take a lease of, or to purchase and take, the said railway, works, sidings, conveniences, wharves, and premises, and to apply their corporate funds to that purpose, and to raise further sums for that purpose by the creation of new shares in their undertaking, either with or without privilege of preference or priority in payment of interest or dividend attached thereto, and by borrowing on mortgage or bond, or by any of those means, or to pay a fixed rent for the use of the said railway, works, sidings, conveniences, wharves, and premises; also to enable the trustees and the Company to enter into and carry out mutual arrangements and agreements for effecting all or any of the purposes aforesaid, and to confirm any agreements which have been or may be entered into between the Company and the trustees.

To empower the Company to levy tolls, rates, and charges in respect of such railway works, or to alter the existing tolls authorised to be levied thereon.

To enable the trustees to borrow, on mortgage or bond, further sums for the general purposes of their undertaking.

To alter, repeal, amend, and enlarge some or any of the powers and provisions of the several Acts hereinafter mentioned (that is to say): "The Swansea Harbour Act, 1854," "The Swansea Harbour Act, 1857," "The Swansea Harbour Act, 1859," "The Swansea Harbour Act, 1860," "The South Wales Railway Consolidation Act, 1855," and "The South Wales Railway Act, 1858."

And notice is hereby also given, that on or before the 22nd day of December, 1860, 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 12th day of November, 1860.

Lewis Thomas, Swansea, Solicitor for the Bill.

In Parliament.—Session 1861.

Edenfield Chapel to Little Bolton Road.

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

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

1. To continue and extend the term, and to alter, amend, and enlarge some of the provisions of an Act passed in the 3rd year of the reign of Her present Majesty Queen Victoria, intituled "An Act for more effectually repairing and improving the road from Edenfield Chapel to Little Bolton, and certain branch roads connected therewith, all in the county palatine of Lancaster," or to repeal such Act and grant further powers instead thereof.

2. To levy and collect tolls upon the road, to alter the existing tolls, and to confer, vary, or extinguish exemptions from the payment of tolls, and to confer, vary, or extinguish other rights and privileges.

3. To alter or vary the application of the money arising from the tolls, rates, or duties to be levied and collected upon the said roads, and to alter or vary existing provisions relative to the payment of the interest and principal of the debt due and owing on the credit of the tolls, rates, or duties levied and collected upon the said roads, and to pay off, compound, or make other arrangements with respect to existing mortgages, debts, and charges on the said roads, and the tolls, rates, or duties, and to provide for altering the present and fixing the future rate of interest payable in respect of such debt on the proportion of tolls, rates, or duties to be applied in payment of interest and principal, and to make other provisions with respect to the existing or unclaimed debts, and with respect to the liquidation of any arrears of interest thereon, and of other charges and liabilities on the said roads, and with respect to the ordering, arranging, and confirming the securities of the creditors upon the tolls, rates, or duties authorized to be levied and collected upon the said roads, and to such other matters as Parliament shall deem proper or necessary.

And notice is hereby also given, that printed copies of the 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 2nd day of November, 1860.

Winder and Broadbent, Bolton, Solicitors for the Bill.

R. H. Wyatt, Parliamentary Agent.

Berwick, Norham, and Islandshires Turnpike Roads.

(Continuation of Term; Repeal or Amendment of Act, Tolls, Mortgage Debt.)

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 all or some of the powers and provisions of an Act of Parliament passed in the 10th year of the reign of His Majesty King George the 4th, intituled "An Act for more effectually Repairing and otherwise Improving certain Roads and Bridges in the Liberties of the Borough of Berwick-upon-Tweed, and Counties of Durham and Berwick, and Improving the Entrance to the Town of Berwick," and to continue and extend the term granted by the said Act, or to repeal the said Act either wholly or in part, and to create a further term, and to make further provisions for the maintenance and repair of the said roads and bridges.

And by the said intended Act powers will be conferred upon the Trustees of the said roads (to be named in such Act) for all or some of the following purposes, that is to say:

To continue or alter the tolls, rates, or duties authorized by the said Act, or to reduce the same or some of them, and to levy other tolls, rates, or duties, and to confer, vary, or extinguish exemptions from payment of tolls, rates, or duties, and to alter or vary the application of the tolls and monies received by the said Trustees, and to confer, vary, or extinguish other rights and privileges.

To make all necessary arrangements for paying off, compounding, and otherwise dealing with the existing mortgages and charges upon the said roads, bridges, and tolls, and the interest thereon, and for reducing and altering the rate thereof, and to make provisions with respect to the existing, or unclaimed debts, and with respect to the liquidation, or extinguishment of the same, and any arrears of interest thereon, and otherwise varying and extinguishing the rights of the creditors on the said roads, bridges, and tolls, and for altering the application of the income arising therefrom.

To add the arrears of interest on certain mortgages to the principal debts due under such mortgages respectively, and to pay interest thereon.

To make provisions for the repair and maintenance of the Suspension Bridge across the River Tweed, and called or known as the "Union Bridge."

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 next.

Dated this 5th day of November, 1860.

E. Willoby, Berwick-upon-Tweed, Solicitor for the Bill.

R. H. Wyatt, Westminster, Parliamentary Agent.

(Dartmouth and Torbay Railway Company Deviation Railway; Ferry or Steam communication on River Dart; Abandonment of part of authorized undertaking; Additional money; Amendment of Company's Act and of South Devon and Great Western Railway Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill to amend the Dartmouth and Torbay Railway Act, 1857, and to effect the objects, or some of the ob-

jects hereinafter specified, and to confer upon the Dartmouth and Torbay Railway Company all requisite powers for those purposes, viz:—

To abandon and relinquish the construction of so much of their authorized line of Railway as lies between a point in a field in the parish of Churston Ferrers, in the county of Devon, lying about 100 yards or thereabouts north of the public highway leading from the village of Galmpton to Dartmouth and Kingswear, all in the said county, and on the plans deposited for the purposes of the said Act, with the clerk of the peace and parish clerk numbered 45, in the said parish of Churston Ferrers, up to and including the authorized termination of the said authorized line in a field adjoining the River Dart, in the parish of Brixham, in the same county.

To make and maintain a Deviation Railway, together with all necessary stations, wharves, shipping places, sidings, works, and conveniences connected therewith, in substitution for the portion of Railway so proposed to be abandoned, to commence by a junction with the said authorized line in or near the before described field in the parish of Churston Ferrers, and to terminate in the same parish at or near a point 100 yards or thereabouts south of the pier or landing-place of Greenway Ferry, otherwise Dittisham Ferry, on the bank or shore of the River Dart (and which Deviation Railway and works will be wholly situate in the said parish of Churston Ferrers).

To establish a ferry or steam communication between the proposed terminus of the said intended Deviation Railway, adjoining to the River Dart, in the parish of Churston Ferrers, in the county of Devon, as hereinbefore-mentioned, and any pier, bridge, quay, wharf, stage or landing-place at, or in, or adjacent to the borough of Dartmouth, and any other place or places in or adjoining to the River Dart, or any or either of them, in the said county of Devon; and to authorize the said Company to purchase and use or hire steam and other vessels for such purpose or purposes.

To cross, stop up, alter, or divert for the purposes of the undertaking, and either temporarily or permanently any roads, highways, footpaths, streets, railways, tramways, canals, aqueducts, ferries, streams, rivers, bridges, sewers, drains, ways and watercourses, within or adjoining to the aforesaid parish.

To purchase by compulsion and by agreement lands, houses, and hereditaments, 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.

To levy tolls, rates, and duties upon or in respect of the intended Deviation Railway, Ferry, or steam communication and works; to alter the tolls which the Company are now authorized to take, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties.

To apply to the purposes of the proposed Bill any part of the funds which the Company are now authorized to raise.

To raise further money for the purposes of the Bill and also for the discharge of existing liabilities of the Company and for other the purposes of their now authorized undertaking, or of some part thereof, by the creation of new shares, and by borrowing on mortgage, or bond, or otherwise, to create debenture stock, to cancel shares unissued or forfeited, or liable to forfeiture; to authorize and to enable the Company to accept surrenders of shares; to re-issue shares forfeited, cancelled, or surrendered, or to create other shares

in lieu thereof; to attach to all, or any of the shares created, issued, or re-issued under the powers of the Bill any preference or priority in payment of interest or dividend, and other special privileges; and to make other arrangements and provisions with reference to the capital and shares of the Company.

To extend to the intended Deviation Railway, Ferry, or steam communication, and other works, the provisions of the Dartmouth and Torbay Railway Act, 1857, relative to contracts or arrangements with the South Devon Railway Company, and the Great Western Railway Company, and to amend the several (local and personal) Acts following, relating to the South Devon Railway Company, or some of them (that is to say), 7 and 8 Victoria, chapter 68; 9 and 10 Victoria, chapter 402; 10 and 11 Victoria, chapter 242; 14 and 15 Victoria, chapter 53; 17 and 18 Victoria, chapter 122; 20 Victoria, chapter 1; 20 and 21 Victoria, chapter 8; and 23 and 24 Victoria, chapter 10; and also the several (local and personal) Acts following, relating to the Great Western Railway Company or some of them (that is to say), 5 and 6 William IV, chapter 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; 22 and 23 Victoria, chapters 1, 10, 64, 76, 120, and 134; and 23 and 24 Victoria, chapter 69.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the intended Deviation Railway and works, together with a book of reference to such plans, a published map with the line of the intended Deviation 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 Devon, at his office at Exeter, and that on or before the said 30th day of November a copy of the said plans, sections, book of reference, and notice, will be deposited for public inspection with the parish clerk of the said parish of Churston Ferrers, at his residence, and that on or before the 22nd 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 12th day of November, 1860.

J. Dorington, Ellicombes, and Co., G, Parliament Street.

J. H. Mackenzie, 3, Johnson's-buildings, Temple.

In Parliament.—Session 1861.

Withington and Northenden Road.

(Construction of Road from Withington, in the county palatine of Lancaster, to Northen, otherwise Northenden, in the county palatine of Chester. Compulsory purchase of Lands. Levying of Tolls. Powers to the Manchester, Sheffield, and Lincolnshire Railway Company, and the Great Northern Railway Company, and others, to subscribe towards undertaking; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to authorise the construction and maintenance of a turnpike-road or public highway, with bridges and approaches and other conveniences thereto, commencing at or near to the "White Lion" public-house, in the township of Withington, in the county palatine of Lancaster, by a junction with the Manchester and Wilmslow turnpike-road, and terminating in the village of Northen, otherwise Northenden, by a junction with the road leading from Northen to Baguley Sale and Altrincham aforesaid, at or near a certain farm-house called the Millgate Farm, and in the occupation of Joseph Redfern, and which said proposed road will be made in, or pass from, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them; that is to say: Northen, in the county of Chester, and Didsbury and Withington, both in the county of Lancaster.

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

To form junctions with, and where necessary, to cross and alter the ways, paths, rivers, canals, roads, railways, and brooks, from and across, or along, or under, which the said road is intended to be made, and to take and appropriate for the purposes thereof any part of any private or public road or highway, which may be in the line of the proposed road required for the purposes thereof.

To purchase by compulsion or otherwise, all lands and houses required for the purposes of the said intended road, or the approaches thereto, and to vary, repeal, or extinguish all existing rights, privileges or exemptions, in any manner connected with such lands and houses respectively, which would in any manner impede or interfere with the construction, maintenance, or use of the said road.

To alter, cross, vary, stop up, and divert, whether permanently or temporarily, all roads, highways, embankments, paths, bridges, canals, navigations, rivers, river banks, brooks, water-courses, drains, sewers, and pipes, situate in the said parishes, townships, extra-parochial or other places respectively, which it may be necessary to interfere with in the construction, maintenance, or use of the said intended road.

To levy tolls for the passage of vehicles, foot passengers, and animals, along and over the said road, or any part thereof, and to grant, confer, or vary exemptions from such tolls, and to confer or vary other rights, privileges, and exemptions, or otherwise to make such road reparable by the surveyors of highways of the said townships and parishes respectively, or some or one of them.

To appoint trustees or commissioners for the management of the said road, and to incorporate in the said Bill all or some of the powers and provisions of the Public General Acts now in force relating to turnpike-roads in England, and all other necessary powers and provisions for carrying the objects of the said Bill into effect.

To raise money, by mortgage or charge of such tolls, and by subscription or otherwise, for the purpose of construction such road, and purchasing the lands and houses for the same, and for the other usual and legal purposes of the said turnpike-road or highway, and to enable the Manchester, Sheffield, and Lincolnshire Railway Company, and the Great Northern Railway Company, or either of them, and other bodies and persons, to subscribe or lend money, or give houses and lands, for the purposes aforesaid, or any of them, and to apply existing and raise additional funds for such purposes.

And notice is hereby further given, that plans and sections of the said intended road and works, and of the lands and houses proposed to be taken for the purposes thereof, together with books of reference to such respective plans, 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 be deposited, on or before the 30th of November instant, with the Clerk of the Peace for the county palatine of Lancaster, at his office in Preston, and with the Clerk of the Peace for the county palatine of Chester, at his office in Chester; and that a copy of so much of the said plans and sections, and books of reference, as relates to the several parishes, in or through which the intended road and works are proposed to be made, or in which the lands, houses, and property proposed to be taken or appropriated are situated, and also a copy of this notice, as published in the "London Gazette," will, on or before the 30th day of November instant, be deposited with the parish clerk of each such parish, at his place of abode, and in case of any extra-parochial place, with the parish clerk of some adjoining parish, at his place of residence.

And it is proposed for all or any of the purposes aforesaid, 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 Great Northern Railway Company; viz.:—"The Great Northern Railway Act, 1846" (9 and 10 Vict., cap. 71); 10 and 11 Vict., cap. 148; 11 and 12 Vict., cap. 114; 14 and 15 Vict., cap. 45; 16 and 17 Vict., cap. 60; 18 and 19 Vict., cap. 124; 20 and 21 Vict., cap. 138; and "The Great Northern, and Manchester, Sheffield, and Lincolnshire Railway Companies Act, 1858" (21 and 22 Vict., cap. 113); the 22 Vict., cap. 35, the 23 and 24 Vict., cap. 67, and any other Acts relating to the Great Northern Railway Company; and the following Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company; viz.:—"The Manchester, Sheffield, and Lincolnshire Railway Act, 1849" (12 and 13 Vict., cap. 81); 13 and 14 Vict., cap. 94; 14 and 15 Vict., cap. 114; 15 and 16 Vict., caps. 83 and 114; 16 and 17 Vict., caps. 52 and 145; 18 and 19 Vict., caps. 91 and 129; 21 and 22 Vict., cap. 75; 23 and 24 Vict., cap. 15; and any other Acts relating to the said Company.

And notice is hereby further given, that on or before the 23rd day of December next, printed copies of the Bill or proposed Act 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 seventh day of November, 1860.

Vaughan, Lingard, Vaughan, and Lingard,
Stockport and Manchester, Solicitors.
Wyatt and Co., Westminster, Parliamentary
Agents.

Dover Consumers' Gas Light and Coke Company
(Limited).

(Incorporation of Company, Construction of Gas Works, Supply of Gas, Purchase of existing Gas Works, Contracts and Agreements with Public Bodies, Creation of Rates and Charges, 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 purposes hereinafter mentioned, or some of them; and to confer upon the Dover Consumers' Gas Light and Coke Company (Limited) established under a memorandum and articles of association, dated the 6th day of February, 1860, and incorporated with limited liability under the provisions of "The Joint Stock Companies Acts, 1856-1857 (hereinafter called the Company) all or some of the following powers, that is to say:—

To light with gas the borough of Dover, in the county of Kent, and the several parishes and places adjoining the said borough.

To erect and provide buildings, apparatus, gasometers, and works, on the lands contracted to be purchased by the Company, situate in Buckland Bottom, in the parish of Buckland, within the said borough, and bounded on the north by the high-road there, on the east by land belonging to Messrs. Bushell and Nightingarl, and on the south and west by land belonging to George Hatton Loud, Esq., together with all such roads, approaches, and conveniences connected therewith, upon, or over, the adjoining lands, as may be necessary or required.

To manufacture, sell, and dispose of the coke, residuum, and products arising from such manufacture, and to supply gas for public and private purposes, within the limits of the said borough, and the several parishes and places adjacent thereto.

To lay down and maintain, and from time to time renew, mains, pipes, and other apparatus and works, in or under the several turnpike and other roads, highways, streets, lanes, passages, and places, within the limits of the said borough, and parishes, and places aforesaid, and for such purposes, to open, break up, cross, and divert turnpike and other roads, highways, streets, lanes, passages, watercourses, and other places within those limits.

To hold, purchase by agreement, and take on lease, or in fee, lands, houses, and other property.

To alter or annul the articles of association, and to re-incorporate the Company by the provisions of the intended Act, under its present or some other name, and to alter, increase, and regulate the share capital and confer on the Company powers of borrowing on mortgage or bond, and otherwise to regulate the management and affairs of the Company, or to alter existing arrangements relating thereto.

To levy and collect rates or rents for the supply of gas, to confer, vary, or extinguish exemptions from payment of rates or rents, and to confer, vary, and extinguish other rights and privileges, and to confer upon the Company all necessary powers and authorities for the purposes of the said Act, and to authorise and empower the Company to enter into contracts for the supply of gas with all corporations, public bodies, commissioners, companies, or persons, and to enable the Company to carry on all the business of a gas light and coke company, within the limits aforesaid.

To purchase by agreement the works of the Dover Gas Light Company, and to vest in the Company the manufactory, gas works, buildings,

pipes, and plant of the said Dover Gas Light Company, and to enable such Company to sell their said property to the Company, and, so far as may be necessary for that purpose, to alter and amend some of the powers and provisions of "The Dover Gas Works Act, 1860," or to repeal such Act.

To confirm any agreement now entered into, or which may hereafter be entered into, between the Company and the Local Board of Health, and Local Board for the Borough of Dover, with respect to a supply of gas, coke, or other produce, or with respect to the sale or lease of the whole or any part of the Company's works and plant to the said Local Board.

To empower the said Local Board to raise money for the purchase of the said works and plant, upon the credit of all or any of the rates, which they are now authorised to raise, or to raise a separate rate for that purpose, and to confer all other necessary powers upon the said Local Board, to enable them to purchase the said works and plant, or to take a lease thereof, and to manufacture and sell gas, coke, and other products.

And it is proposed to incorporate in the intended Act all or some of the powers contained in "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Gas Works Clauses Act, 1847."

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 8th day of November, 1860.

Edward Knoch, Solicitor, Dover.

R. H. Wyatt, Parliamentary Agent, Westminster.

Dewsbury, Batley, Gomersal and Bradford Railway.

(Powers to make and maintain New Railway from London and North-Western Railway, near Batley, to Bradford; Purchase of Lands; Incorporation of Company; Powers to London and North-Western Railway Company; and to make Agreements; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to authorise the construction and maintenance of a railway, with all proper stations, works, and conveniences connected therewith, commencing by a junction with the Birstal branch of the London and North-Western Railway at or near the occupation bridge which carries the said Birstal branch over the occupation road leading into Carlinghow Shaws Wood (and which bridge is 350 yards or thereabouts south of Brookroyd Mill, in the township of Batley, in the parish of Batley), and terminating in the township of Bradford, in the borough of Bradford, at or near the junction of George-street, with the Leeds and Halifax Turnpike-road, otherwise Leeds-road, which said intended railway will pass from, through, or into the several parishes, townships, lordships, liberties, and extra-parochial and other places following, or some of them (that is to say):—Batley, Upper Batley, Birstal, Birstal Smithies, Birstal Church, Gomersal, Upper Gomersal, or Gomersal Hill Top, Great Gomersal, Little Gomersal, Moor-lane, Birkenshaw, Hunsworth, Bierley, North Bierley, East Bierley, Tong, Dudley Hill, Bowling, Bowling Park, East Bowling, Horton, Little Horton, and the township, parish, and

borough of Bradford, all which said parishes, townships, lordships, liberties, and places are situate in the West Riding of the county of York.

And it is proposed by the said intended Act to take powers for the compulsory purchase or taking of all lands and buildings in or near the before-mentioned parishes, townships, lordships, liberties, and places, or any of them, that may be required by the promoters of the undertaking, or described upon the plans hereinafter referred to, and to stop up, alter, or divert temporarily or permanently all or any highways, streets, railways, tramways, rivers, streams, watercourses, aqueducts, pipes, sewers, or works of any description which it may be necessary or convenient to stop up, alter, or divert in the construction, or for the purposes of the railway or works, and to vary or extinguish all rights and privileges in, over, upon, or connected with the premises, or which would interfere with carrying into effect the objects and purposes of the said intended Act, and to confer other rights and privileges.

And it is proposed by the said intended Act to authorise the levying of tolls, rates, duties and charges, and to alter existing tolls, rates, duties and charges, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, duties, or charges, and to incorporate a Company for making and maintaining the railway, and to authorise such Company, with the consent of the London and North-Western Railway Company, to run over and use so much of the London and North-Western Railway as will lie between the point of junction therewith of the said intended railway and the Dewsbury Station, and the stations, works, and conveniences connected therewith.

And it is proposed by the said intended Act to authorise the London and North-Western Railway Company to subscribe to and hold shares in the undertaking, and to guarantee principal interest or dividends in respect of moneys or shares to be raised or created under the said intended Act, and to appoint directors, and to appropriate their corporate funds to the purposes of the undertaking, and to raise money by the creation of new shares or stock with or without preference or guaranteed dividends, or by mortgage, and to work or use the intended railway and works.

And it is proposed by the said intended Act to authorise agreements between the Company to be thereby incorporated and the London and North-Western Railway Company, with respect to all or any of the matters aforesaid, and with respect to the construction and maintenance of the intended railway and works, and the traffic thereon, and for facilitating the interchange, transmission, and forwarding of traffic from, to, and over the intended railway and the London and North-Western Railway, or any part thereof, and for apportioning or appropriating the tolls, rates, duties, or charges, arising from all or any such traffic, and otherwise with respect to all or any such traffic, and to confirm any such agreement as may have been entered into prior to the passing of the said intended Act.

And for the purposes aforesaid it is intended, if need be, to alter, amend, and extend, or to repeal, all or some of the powers and provisions of the several Acts following, or some of them, directly or indirectly relating to or affecting the London and North-Western Railway Company; that is to say: local and personal Acts, 8 and 9 Vict. caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9th Vict., cap. 67; 9th and 10th Vict., caps. 80, 82, 152, 182, 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; 10th and 11th Vict., caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11th and 12th Vict., caps. 58, 60, and 130; 12th and 13th Vict., cap. 74; 13th and 14th Vict., cap. 36; 14th Vict., cap. 28; 14th and 15th Vict., cap. 94; 15th Vict., caps. 98 and 105; 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., caps. 172 and 194; 19th and 20th Vict., caps. 52, 69, and 123; 20th and 21st Vict., caps. 64, 98, and 103; 21st and 22nd Vict., caps. 130 and 131; 22nd and 23rd Vict., caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23rd and 24th Vict., caps. 77, 79, and 123.

And notice is hereby also given, that on or before the 30th of November instant, the following deposits of documents will be made; that is to say:—1. With the Clerk of the Peace of the West Riding of the county of York, at his office, in Wakefield, a plan in duplicate of the intended railway, and of the lands which may be purchased or taken under the powers of the Act; a section in duplicate of the railway; a book of reference to the plan containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of the lands; a published map, with the line of railway described thereon, showing its general course and direction, and a copy of this notice.—2. With the parish clerk of any parish in which any part of the railway or lands will be situate, or of some parish adjoining any extra-parochial place in which any part of the railway or lands will be situate, at the residence of such parish clerk, a copy of so much of the said plan, section, and book of reference as relates to such parish or extra-parochial place, and a copy of this notice; and that before the 23rd 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 the 13th day of November, 1860.

C. and W. Carr, Solicitors, Gomersal.

Brook, Freeman, and Batley, Solicitors, Huddersfield.

In Parliament—Session 1861.

Garston and Liverpool Railway.

(Powers to the Manchester, Sheffield, and Lincolnshire, and to the Great Northern Railway Companies; Use of Warrington and Stockport, St. Helen's, and Edge-hill Railways.)

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

1. To make and maintain a Railway, with all proper stations, approaches, conveniences, and works connected therewith, commencing in the township of Garston, and parish of Childwall, in the county of Lancaster, by a junction with the Garston Extension of the St. Helen's Railway, at or near the Garston Passenger Station, and passing through the several parishes, townships, and extra-parochial places of Garston, Aigburth, Childwall, Toxteth Park, and Liverpool, all in the county of Lancaster; and terminating at a point on the south side of Parliament-street and west side of Harrington-street, near to the junction of Harrington-street with Parliament-street, in the extra-parochial place of Toxteth Park, and within the borough of Liverpool, in the said county of Lancaster.

2. The Bill will authorize the purchase of lands and houses compulsorily for the purposes of the

intended railway and works, and the levying of tolls, rates, and charges for the use of the same; and the Bill will vary or extinguish all easements, rights, and privileges which may interfere with the construction or maintenance of the said railway and works, respectively.

3. The Bill will authorize the purchase, by compulsion or agreement, of certain lands situate in the township of Wavertree, in the parish of Childwall, in the said county of Lancaster, between the London and North-Western Railway and the Wavertree-road, for the purpose of a station and works; and the Bill will empower the Company to be hereby incorporated, or the Manchester, Sheffield, and Lincolnshire, and Great Northern Railway Companies, or either of them, to construct and build thereon a station and works.

4. The Bill will either incorporate a Company for the purposes aforesaid, or it will authorize the Manchester, Sheffield, and Lincolnshire, and the Great Northern Railway Companies, either jointly or severally, to make and maintain the aforesaid railway and works, and will vest in them, either jointly or severally, the aforesaid powers. It will also enable them, or either of them, to supply the funds for the construction of the proposed railway and works, and for the purchase of land, and the erection of a station and works, in such proportions and upon such conditions as the said Bill may prescribe; and to apply to those purposes their existing funds, or any moneys which they may be now authorized to raise. And the Bill will authorize them, or either of them, to raise for the same purposes additional capital, by shares or stock, and by borrowing; and to attach to such shares or stock any preference or priority of dividend, or any other advantage which the Bill may define. And it will enable them, or either of them, jointly or severally, to guarantee interest or dividends upon the capital to be raised for the purposes of the Bill.

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

6. The Bill will enable the said Companies, and the Company to be incorporated, or any of them, on the one hand, and the Mersey Docks and Harbour Board on the other hand, to enter into agreements for the mutual use, by the said Companies and Board of the railway and works, authorized by the Bill, and of the quays, railways, and works belonging to or under the management or control of the Board, and for constructing branch lines or junctions between the said railway and the railways and quays of the Board; and the Bill may vary and extend the provisions of the following and all other Acts relating to the same Board, namely,—20 and 21 Vic. cap. 162; 21 and 22 Vic. caps. 90 and 92; 22 Vic. cap. 20; 23 and 24 Vic. cap. 150.

7. The Bill will also enable the Manchester, Sheffield, and Lincolnshire Railway Company, and any Company or persons lawfully using their railways, to pass over and use, with their own engines and carriages, so much of the Warrington and Stockport and St. Helen's Railways respectively (now respectively leased or agreed to be leased to

the London and North Western Railway Company), as lies between Timperley and Garston, and also the Edge-hill Railway of the London and North Western Railway Company, together with the stations, watering-places, water-works, sidings, platforms, booking and other offices, warehouses, buildings, conveniences, and accommodations, connected with the railways so to be used, upon such terms and conditions as may be mutually agreed upon by or on behalf of the said Companies respectively, or as may be defined in the Bill; and the Bill will provide for the interchange, accommodation, and transmission of the traffic destined for or coming from the intended railway.

8. The Bill will also vary, extend, and enlarge the provisions of the following Acts (local and personal), viz., the Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company; "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; 21 and 22 Vic. caps. 75 and 113; 22 and 23 Vic. cap. 5, and any other Acts relating to the said Company: the Acts relating to the Great Northern Railway Company, namely, 9 and 10 Vic. caps. 71 and 88; 10 and 11 Vic. caps. 113, 125, 143, 146, 148, 272, 286, and 287; 11 and 12 Vic. caps. 62, 71, and 114; 12 and 13 Vic. cap. 84; 13 and 14 Vic. cap. 61; 14 and 15 Vic. caps. 45 and 114; 16 and 17 Vic. cap. 60; 18 and 19 Vic. cap. 124; 20 and 21 Vic. cap. 138; 21 and 22 Vic. cap. 113; 22 Vic. cap. 35; and 23 and 24 Vic. cap. 168, and any other Acts relating to the said Great Northern Railway Company. The Acts relating to the London and North-Western Railway Company, namely, 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, 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, 222; 17 and 18 Vic. caps. 201, 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. 1, 2, 5, 88, 113, 124, 126, 134; 23 and 24 Vic. caps. 77, 79, and 111, and any other Acts relating to the said last-mentioned Company. The Acts relating to the Warrington and Stockport Railway Company, namely 14 and 15 Vic. cap. 71; 16 and 17 Vic. caps. 122 and 218; 21 and 22 Vic. cap. 150; 22 and 23 Vic. cap. 138; and any other Acts relating to the said last-mentioned Company; and the Acts relating to the St. Helen's Canal and Railway Company, namely, 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; 23 and 24 Vic. cap. 79; and any other Acts relating to the St. Helen's Canal and Railway Company; and the Bill will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Railway Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Acts Amendment Act, 1860."

Duplicate plans and sections, describing the line, situation, and levels of the proposed new line of railway and works, and the lands, houses,

and other property proposed to be taken under the powers of the intended Act, 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, houses, and other property which may be taken under the powers of the said intended Act, and also a published map with the line of railway delineated thereon, so as to show its general course and direction, and a copy of this notice will, on or before the 30th day of November, 1860, be deposited for public inspection with the Clerk of the Peace for the county of Lancaster, at his office in Preston, and also with the Clerk of the Peace for the borough of Liverpool, at his office in Liverpool; and on or before the said 30th day of November, 1860, a copy of so much of the said plans, sections, and book of reference as relates to the said parish of Childwall and to Toxteth Park aforesaid, will, together with a copy of this notice, be deposited for public inspection with the parish clerk of Childwall, at his residence; and a copy of so much of the said plans, sections, and book of reference, as relates to the said parish of Liverpool and to Toxteth Park aforesaid, will, with a copy of this notice, be deposited for public inspection with the parish clerk of Liverpool, at his residence; and a copy of so much of the said plans, sections, and book of reference as relates to Toxteth Park aforesaid, will, together with a copy of this notice, be deposited for public inspection with the clerk of St. Michael's Church, in Toxteth Park, at his residence. Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons before the 23rd day of December next.

Dated this 8th day of November, 1860.

Johnston, Farquhar, and Leech, London.

Joseph Guy, Manchester; Solicitors for the Bill.

Ross and Monmouth Railway.

(Incorporation of Company; Power to make Railway from Ross to Monmouth; to use Portions of the Lines of the Shrewsbury and Hereford, Hereford, Ross, and Gloucester, and Coleford, Monmouth, Usk, and Pontypool Railway Companies; to make Working and other Arrangements with those Companies and the Great Western Railway Company; and Power to the Shrewsbury and Hereford, and Hereford, Ross, and Gloucester Railway Companies to subscribe to the Undertaking; Joint Station at Monmouth; 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, hereinafter called "The Company," with the following or some of the following, among other powers, that is to say:

To make and maintain a railway, with all proper works, approaches, stations, and conveniences connected therewith, commencing by a junction with the Hereford, Ross, and Gloucester Railway, at or near a point at or about thirteen chains from the east end of the passenger shed of the Ross station of the said last-mentioned railway, in the parish of Ross, in the county of Hereford, and terminating by a junction with the Coleford, Monmouth, Usk, and Pontypool Railway, at a point about eleven chains from the east end of the tunnel on that railway, adjoining the Monmouth station, in the parish of Monmouth, and also by another junction with the said Coleford, Monmouth, Usk, and Pontypool Railway, at about the distance of thirteen chains east-

ward of the point where the said last-mentioned railway crosses the turnpike road from Monmouth to Chepstow, in the parish of Dixton, in the county of Monmouth, 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: Ross, Walford, Goodrich, Glewston, Huntsham, and Whitechurch, in the county of Hereford, and English Bicknor, in the county of Gloucester, and Dixton, otherwise Dixton Newton, otherwise Dixton Hadnock, Welsh Bicknor, and Monmouth, in the county of Monmouth.

To purchase, by compulsion or otherwise, lands, houses, and other property, for the purposes of the said intended 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 the said Act, or any of them.

To levy tolls, rates, and charges, for and in respect of the use of the said intended railway and works, or any of them, and to grant exemptions from the payment thereof, and to confer other rights and privileges.

To enable the Company and the Shrewsbury and Hereford, the Hereford, Ross, and Gloucester, the Great Western, and the Coleford, Monmouth, Usk, and Pontypool Railway Companies, or the Company and any of the said other Companies, to make and carry into effect contracts and agreements with respect to the working, maintenance, and management of the said intended railway, or any part thereof, by the said other Companies, or any of them, and with respect to the booking, forwarding, and interchange of traffic upon, between, and beyond the railways of the said Companies, or any of them respectively; and the division and apportionment of the tolls and profits arising in respect thereof.

To enable the Company, and the Coleford, Monmouth, Usk, and Pontypool Railway Company to make and carry into effect arrangements and agreements for the joint construction, use, and management of a station at Monmouth, with suitable works, approaches, and conveniences for the accommodation of the traffic, whether in goods or passengers, of the said Companies, and also with respect to the working and use by the Company of the Coleford, Monmouth, Usk, and Pontypool Railway, or any part thereof; and also with respect to the booking, forwarding, and interchange of traffic upon, between, and beyond the railways of the said two Companies, and the division and apportionment of the tolls and profits arising in respect thereof.

To enable the Company, and the Hereford, Ross, and Gloucester, the Great Western, the Shrewsbury and Hereford, and the Coleford, Monmouth, Usk, and Pontypool Railway Companies, or the Company, and any of the said other Companies, to make arrangements and agreements for laying down within the Barr's Court Station at Hereford, and upon the line of the Hereford, Ross, and Gloucester Railway, between that station and the junction of the said intended railway with the last-named railway, a line or lines of rails so as to admit of the same being worked continuously with the said intended railway upon the narrow gauge, such line or lines to be laid either in whole or part at the joint expense of the Company and the

said other Companies, or at the expense of any or either of them.

To enable the Company, or any person or Company working the said intended railway, 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 Hereford, Ross, and Gloucester Railway as lies between the junction of the said intended railway therewith proposed to be authorized by the said Act, and the railway station at Ross aforesaid, and also to run into and to use the said station, and all sidings, watering-places, booking-offices, and other conveniences connected therewith, and also so much of the Coleford, Monmouth, Usk, and Pontypool Railway as lies between the junction of the said intended railway therewith proposed to be authorized by the said Act, and the railway station of the said last-named Company at Monmouth aforesaid, and also to run into and to use the said last-mentioned station, and all sidings, watering-places, booking-offices, and other conveniences connected therewith, on payment of such tolls, rates, and charges, and on such terms and conditions as may be agreed upon, or as shall be prescribed or provided by the said intended Act.

To authorize the Shrewsbury and Hereford, the Hereford, Ross, and Gloucester, the Great Western, and the Coleford, Monmouth, Usk, and Pontypool Railway Companies, or any of them, to contribute towards the capital and hold shares in the undertaking of the Company, and for such purposes, as well as for any other of the purposes aforesaid, to apply any funds which they or any of them are now authorized to raise, or to raise further sums by creation of new shares or by mortgage, either with or without preference or priority in payment of interest or dividends attached to such shares, as the said Companies respectively may think fit.

To alter, amend, extend, and enlarge, or to repeal so far as may be necessary for any of the purposes aforesaid, some of the powers and provisions of the several Acts following, or some of them, that is to say:—"The Shrewsbury and Hereford Railway Act, 1856; the Acts (local and personal) 14 and 15 Vict., cap. 40, and 15 and 16 Vict., cap. 168, relating to the Hereford, Ross, and Gloucester Railway Company; "The Coleford, Monmouth, Usk, and Pontypool Railway Act, 1853;" and the several Acts relating to the Great Western Railway Company, that is to say: (local and personal) 5th and 6th Wm. IV, cap. 107; 6th Wm. IV, caps. 36, 38, 77, and 79; 1st Vict., caps. 91 and 92 (1837) and 24 and 26 (1838); 2nd Vict., cap. 27; 3rd Vict., cap. 47; 3rd and 4th Vict., cap. 105; 4th and 5th Vict., cap. 41; 5th Vict., session 2, cap. 28; 6th Vict., cap. 10; 7th Vict., cap. 3; 7th and 8th Vict., caps. 68 and 99; 8th and 9th Vict., caps. 40, 42, 53, 115, 155, 156, 184, 188, 190, and 191; 9th Vict., cap. 14; 9th and 10th Vict., 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 Vict., caps. 60, 72, 76, 80, 91, 101, 109, 144, 149, 154, 226, and 242; 11th and 12th Vict., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 12th and 13th Vict., caps. 6, 7, 55, and 85; 13th and 14th Vict., caps. 44, 98, and 110; 14th and 15th Vict., caps. 48, 74, 81, and 131; 15th and 16th Vict., caps. 117, 125, 133, 140, 145, 146, 147, 165, 168; 16th and 17th Vict., caps. 121, 153, 175, 204, 209, 210, and 212; 17th and 18th Vict., caps. 108, 120, 158, 163, 192, 202, 204, 207, 209, 215, and 222; 18th Vict., caps. 11, 59, 69, 102, and 139; 18th and 19th Vict., caps. 98, 171, 172, and 191; 19th and 20th Vict., caps. 109, 123, 126, 132, and 137; 20th and 21st Vict.,

caps. 8; 24, 54, 96, and 158; 21st and 22nd Vict., caps. 90, 139, and 146; 22nd Vict., cap. 13; 22nd and 23rd Vict., caps. 1, 40, 64, 76, 105, 120, 134, and 138; and 23rd and 24th Vict., caps. 11, 69, and 196.

Duplicate plans and sections of the proposed railway, together with a published map showing the general course and direction thereof, 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 at the office, in Hereford, of the Clerk of the Peace for the county of Hereford, at the office, in Gloucester, of the Clerk of the Peace for the county of Gloucester; and at the office, in Newport, of the Clerk of the Peace for the county of Monmouth; 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 will be constructed, together with a copy of the said Gazette notice, will be deposited with the parish clerk of each such parish, at his place of abode; and in the case of any extra-parochial place, then with the parish clerk of the adjoining parish.

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

Dated this 8th day of November, 1860.

Loxdale, Peele, and Sons, Shrewsbury,
Solicitors for the Bill.

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

Lambeth Bridge.

(Incorporation of a Company for making a new Bridge from Westminster to Lambeth; Provision as to existing Ferries; Amendment of Acts.)

A PPLICATION is intended to be made to Parliament in the ensuing session, for an Act to effect the objects hereinafter mentioned, or some of them (that is to say):—

To make a new bridge for carriages, carts, horses, and passengers, across the River Thames, with approaches thereto, with all convenient and necessary abutments, piers, landing stairs, and works, to commence in the parish of St. John the Evangelist, within the city and liberty of Westminster, in the county of Middlesex, in Market-street, near the junction therewith of Grub-street, and to terminate in the parish of Saint Mary, Lambeth, in the county of Surrey, in Church-street, near the south-western extremity of the churchyard of the parish church of Saint Mary, Lambeth, which said bridge, works, and approaches will be made in, or pass from, through, or into the several parishes, townships, and extra-parochial places following, or some of them (that is to say); St. John the Evangelist, Westminster, and Saint Mary, Lambeth, aforesaid.

To cross, divert, alter, or stop up, either temporarily or permanently, any streets, roads, approaches, ways, watercourses, drains, sewers, and pipes, within the respective parishes, townships, or places aforesaid, which it may be expedient to cross, divert, alter, or stop up, for the purposes aforesaid.

To incorporate a company for the purposes aforesaid, and to authorize the said company to

purchase by compulsion and by agreement, lands, houses, and hereditaments for the purposes aforesaid, and to vary or extinguish any rights and privileges connected therewith, and all other rights and privileges which would interfere with the execution of the objects of the Bill.

To authorize the said intended company to levy tolls, rates, and duties, in respect of the said intended bridge and approaches, and to alter, vary, and extinguish existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates and duties, and to confer, vary, and extinguish other rights and privileges.

To incorporate with the said intended Bill "The Companies Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" and "The Lands Clauses Consolidation Acts Amendment Act, 1860."

To make provision for compensating all persons or bodies exercising any right of Ferry between Horseferry and Lambeth or any other ferry on the River Thames, which will be interfered with by the said intended bridge, approaches, and works, or for making arrangements with such bodies or persons, or any bodies or persons, having, or claiming any right or interest in, or liable to any obligation in respect of such rights of ferry.

To repeal or alter the following local and personal Acts (that is to say): an Act passed in the 6th and 7th William 4, intituled "An Act for erecting and maintaining a bridge across the river Thames, from Church-street, in the parish of St. Mary Lambeth, in the county of Surrey, to the opposite bank of the said river, near Market-street, in the parish of St. John the Evangelist, within the city and liberty of Westminster, in the county of Middlesex." An Act passed in the 1st and 2nd Victoria, intituled "An Act to repeal, amend, and enlarge some of the provisions of the Act relating to the Metropolitan Suspension Bridge." "The Watermen's and Lightermen's Amendment Act, 1859," and the following Acts relating to Vauxhall Bridge (that is to say): 49 George 3, chapter 142, and 52 George 3, chapter 147. On or before the 30th day of November, 1860, plans and sections of the proposed bridge, approaches, and works, together with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited for public inspection 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 county of Surrey, at his office at Lambeth, in that county. And on or before the said 30th day of November, so much of the said plans, and sections, and book of reference as relates to each parish from, or through, or into which the proposed bridge approaches, and works will be made or passed, with a copy of this notice as published in the London Gazette, will be deposited as follows (that is to say): in the case of the parish of St. Mary Lambeth, with the vestry clerk of that parish, at his office; and in the case of the parish of St. John the Evangelist, with the clerk of the District Board of Works for Westminster District, at his office in Westminster, on or before the 23rd day of December, 1860, printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons.

Dated the 1st day of November, 1860.

Fearon and Clabon,
Solicitors for the Bill.

Aschurch, Evesham, Winchcomb, and Honeybourn Junction Railway.

(Incorporation of Company. Powers to make Railways from Ashchurch, in the county of Gloucester, to Evesham, in the county of Worcester, and to Winchcombe, in the county of Gloucester, and to Honeybourne, in the county of Worcester. Powers to make working arrangements with the Midland Railway Company and the West Midland Railway Company. Powers for those Companies, or either of them, to subscribe capital. Provisions as to transmission, &c., of traffic, tolls, 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 incorporate a Company (hereinafter called "the Company"), for the purpose of making and maintaining the lines of railway hereinafter described, or some of them, or some part or parts thereof, together with all proper and convenient stations, approaches, bridges, communications, and other works and conveniences connected therewith respectively; that is to say:

Firstly—A railway commencing in the hamlet or tithing of Northway and Newton, in the parish of Ashchurch, in the county of Gloucester, by a junction with the Birmingham and Gloucester branch of the Midland Railway, at a point about one hundred and ten yards, or thereabouts, from the signal post on the down line of the said railway leading from Birmingham to Gloucester, and opposite the Tewkesbury and Ashchurch station of that line, and to the north of such signal post, and terminating by a junction with the West Midland Railway at a point about one hundred and thirty yards, or thereabouts, to the east of the bridge which carries that railway over the river Avon, in the borough of Evesham, in the county of Worcester, and to the east of the Evesham station of that railway, and which junction is in the parish of St. Peter, Bengeworth, in the said borough of Evesham, and which last-mentioned intended railway and works will be made and maintained, 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: Northway and Newton, Aston-upon-Carant, otherwise Aston-upon-Carant and Pamington, in the parish of Ashchurch; Bangrove, Didcote, otherwise Didcot, and Grafton, in the parish of Beckford; the parish of Ashton-under-Hill, Dumbleton, Hinton-on-the-Green, Aston Somerville, otherwise Somerville Aston, all in the county of Gloucester, and Teddington in the parish of Overbury; the parishes of Sedgeberrow, Wickhamford, Badsey, the hamlet of Aldington, and the parish of Bengeworth, otherwise St. Peter Bengeworth, all in the county of Worcester.

Secondly—A railway commencing by a junction with the intended railway firstly hereinbefore described, at a point on that railway where it is proposed to carry the same over the turnpike road from Beckford to Alderton, in the parish of Beckford, in the county of Gloucester, and which proposed crossing will be 220 yards, or thereabouts, to the south of the point where such last-mentioned road is intersected by the turnpike-road from Tewkesbury to Evesham at Beckford-cross, and terminating in certain land or garden ground belonging to Maria Woods, Spinster, at the rear of, and contiguous to, the George Inn and premises, in the borough and town of Winchcomb, in the county of Gloucester, and now or lately in the occupation of Llewellyn Bruton; and

which said last-mentioned proposed railway and works will be made and maintained, 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: the parishes of Beckford, Great Washbourne, otherwise Great Washborn, Alderton, Stanley Pontlarge, Toddington, the town, parish, and borough of Winchcomb, and the hamlets of Naunton, Frampton, Gretton, Littleworth, Greet, and Sudeley Tenements, all in the county of Gloucester, and Little Washbourne, otherwise Little Washborn, in the parish of Overbury, all in the county of Worcester.

Thirdly.—A railway commencing by a junction with the intended railway secondly hereinbefore described at a point on that railway where it is proposed to carry the same across the road or public highway leading from the village of Great Washbourne, otherwise Great Washborn, to Washbourne-hill Farm, otherwise Washborn-hill Farm, in the parish of Great Washbourne, otherwise Great Washborn, and about 572 yards from the junction of that road with the road leading from Beckford-cross to Alderton, in the county of Gloucester, and terminating by a junction with the intended railway firstly hereinbefore described, at or about a point on that railway where it is proposed to cross the road or public highway leading from Dumbleton to the Grafton Toll-bar, on the turnpike road from Tewkesbury to Evesham, in the hamlet of Grafton, in the parish of Beckford and county of Gloucester, and about 200 yards, or thereabouts, to the south of the junction of the said public highway with the turnpike road from Tewkesbury to Evesham, and which said last-mentioned proposed railway and works will be made and maintained, 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): the parishes of Great Washbourne, otherwise Great Washborn, Beckford, and the hamlet of Grafton, in the parish of Beckford, all in the county of Gloucester.

And fourthly.—A railway commencing in the parish of Sedgeberrow, in the said county of Worcester, by a junction with the intended railway hereinbefore firstly described, at or about the point where it is proposed to carry the same across the turnpike road leading from Winchcomb to Sedgeberrow, in the parish of Sedgeberrow, in the county of Worcester, and which crossing will be at or about 180 yards to the south of the junction of the last-mentioned road with the turnpike road from Tewkesbury to Evesham, and terminating by a junction with the West Midland Railway at or near a point 230 yards, or thereabouts, to the east of the Honeybourne station on that line, in the parish of Church Honeybourne, in the county of Worcester, and which said intended railway and works will be made and maintained, 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):—Aston Somerville, otherwise Somerville Aston, Wormington, Buckland, Child's Wickham, Willersey, Saintbury, Weston Subedge, otherwise Weston Sub Edge, Aston Subedge, otherwise Aston Sub Edge, and Cow Honeybourne, all in the county of Gloucester, and the parishes of Sedgeberrow, Broadway, Church Honeybourne, and Poden, all in the county of Worcester.

And it is also proposed by the said intended Act to confer upon the Company all necessary powers for effecting all or any of the purposes following, namely:—

To cross, divert, alter, stop up, or break up or otherwise interfere with, either temporarily or

permanently, any turnpike or other roads, highways, footpaths, streets, railways, tramways, canals, aqueducts, streams, rivers, navigations, towing-paths, sewers, drains, pipes, and water-courses, within the before-named parishes, boroughs, townships, hamlets, chapelries, tithings, and extra-parochial or other places, or any of them, which it may be necessary or desirable to stop up, alter, divert, cross, or break up, or otherwise interfere with, for any of the purposes of the said intended railways and works, or any or either of them, or of the said intended Act.

To make lateral deviations from the lines of the said intended railways and works, or either of them, to the extent and within the limits defined upon the plans hereinafter mentioned.

To purchase by compulsion and also by agreement, lands, houses, hereditaments, and other property, rights and privileges, for the purposes of the said undertakings, or any part or parts thereof; and to enable parties under disability, or any other parties, to sell lands for the purposes of the said intended undertakings, in consideration of a rent-charge or other annual sum, instead of a sum in gross; and to vary or extinguish all rights or privileges connected with such lands, houses, and hereditaments, and other property.

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

And it is also proposed by the said Act to enable the Company, the Midland Railway Company, and the West Midland Railway Company, or any or either of them, to make and enter into agreements and arrangements for the following purposes, or any or either of them (that is to say), the use and working by the two last-mentioned railway companies, either jointly or separately, or in conjunction with the Company, or otherwise, of all or any part of the said intended railways hereinbefore described, and the use of the works and conveniences belonging thereto respectively; the conveyance by the said two above-named railway Companies, or either of them, of the traffic upon or over the said intended railways, and the division and apportionment of such traffic between those Companies and the Company. The supply of any rolling or working stock required for the proper and efficient development of the traffic on or over the said intended railways, or either of them; the management, maintenance, and repair of the said intended railways and works; the costs and expenses of such working, management, maintenance, and repairs; the forwarding, interchange, and transmission, upon or over all or any of the railways belonging to the said Companies, or either of them, and the Company, of any passenger or other traffic which may be conveyed upon, to, and from the whole or any of the said railways; the collection, delivery, and general conduct of such traffic, so conveyed as aforesaid; the collection, taking, and levying of the said tolls, rates, duties, and charges; the division between those Companies, and either of them, and the Company of the receipts arising from the said traffic; the use and working by the Company of all or any part of the railways, stations, works, and conveniences belonging to the aforesaid Companies, or either of them, and the rates, charges, and payments to be made in respect thereof; the appointment of a joint committee, or committees, for carrying into effect such agreements and arrange-

ments, and for all other matters or things necessary or expedient for all or any of the said purposes.

And it is also intended in the said Act, to take powers, from time to time, to renew such agreements and arrangements, or to enter into new or further agreements and arrangements for all or any of the said purposes, or for other purposes pertaining thereto, from time to time, as occasion may require.

And it will be provided by the said intended Act, that the said Midland Railway Company and the said West Midland Railway Company shall grant all proper and reasonable facilities for the immediate transmission of and along their railways, or any part or parts thereof, of all traffic which, having passed over the said intended railways, or any part or parts thereof, may be tendered to them respectively for transmission along their own railways, or any part or parts thereof respectively, for the purpose of being afterwards conveyed on and along the said intended railways, or any part or parts thereof, upon and subject to such rules and regulations, and upon payment of such tolls, rates, and charges as shall be agreed upon; or, in the case of disagreement, be settled by arbitration or otherwise, or by the Board of Trade, or as may be fixed and determined in and by the said intended Act.

And it is also proposed by the said intended Act to authorise the Midland Railway Company, and the West Midland Railway Company, or either of them, to subscribe and contribute funds towards the said proposed undertaking or undertakings, or any part or parts thereof, and to take and hold shares in the said proposed undertaking or undertakings, or any part or parts thereof, and to apply any capital or funds now or hereafter belonging to them, or under the control of their Directors respectively, or to raise additional capital by the creation of new shares or stock in their undertakings respectively, either with or without preference or priority, or guarantee, in payment of interest or dividend, or by borrowing on mortgage or bond, for the purposes aforesaid, or any or either of them, and to enable the above-mentioned Companies, or either of them, to vote at meetings of the Company, and to appoint Directors thereto.

And it is further proposed by the said intended Act to alter, amend, extend, and enlarge, or repeal so far as may be necessary, all or some of the powers and provisions of the several Acts of Parliament following, or some of them, relating to the Midland Railway Company, (that is to say): local and personal Acts the 7th and 8th Victoria, chapters 18 and 59; 8th and 9th Victoria, chapters 38, 49, 56, 90, and 181; 9th and 10th Victoria, chapters 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10th and 11th Victoria, chapters 122, 135, 150, 191, 214, 215, and 270; 11th and 12th Victoria, chapters 21, 88, and 131; 14th and 15th Victoria, chapters 57, 88, and 113; 16th Victoria, chapter 33; and 16th and 17th Victoria, chapter 108; 19th and 20th Victoria, chapter 54; 22nd and 23rd Victoria, chapters 40, 130, and 136; and 23rd and 24th Victoria, chapters 52, 65, 66, 67, 72, and 91; and any other Act or Acts relating directly or indirectly to the Midland Railway Company.

Also of the several Acts of Parliament following, or some of them, relating to the West Midland Railway Company (that is to say): local and personal Acts, the 8th and 9th Victoria, chapter 184; 9th and 10th Victoria, chapters 278 and 303; 10th and 11th Victoria, chapters 86 and 177; 11th and 12th Victoria, chapters 51 and 133; 13th and 14th Victoria, chapter 110; 15th

and 16th Victoria, chapter 145 ; 16th and 17th Victoria, chapters 178, 179, 184, 212 ; 17th and 18th Victoria, chapters 207 and 209 ; 18th and 19th Victoria, chapter 181 ; 19th and 20th Victoria, chapters 119, 126, and 137 ; 21st and 22nd Victoria, chapters 123, 126, and 142 ; 22nd and 23rd Victoria, chapter 17 ; and 23rd and 24th Victoria, chapters 76, 81, 82, and 94 ; and any other Act or Acts relating directly or indirectly to the West Midland Railway Company, to incorporate with the said intended Act "The Lands Clauses Consolidation Act, 1845 ;" "The Lands Clauses Consolidation Acts Amendment Act, 1860 ;" "The Railway Clauses Consolidation Act, 1845 ;" and "The Companies Clauses Consolidation Act, 1845 ;" with certain modifications and exceptions.

And notice is hereby further given, that on or before the 30th day of this instant November, duplicate plans and sections, showing the direction lines and levels of the said intended railways and works, and the lands, houses, and other property which will 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 said lands, houses, and other property, together with a published map with the intended lines of railway delineated thereon, so as to show their general course and direction ; and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Gloucester, at his office in the city of Gloucester, and with the Clerk of the Peace for the county of Worcester, at his office in the city of Worcester ; and that on or before the same day, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra parochial place in or through which the said railways and works are intended to be made or pass, together with a copy of this notice, published as aforesaid, will be deposited for public inspection as follows, that is to say : in the case of parishes, with the parish clerk of each such parish, at his residence ; and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 5th day of November, 1860.

Walter and Moogen, 8, Southampton-street, Bloomsbury, London, and

Badham and Brookes, Tewkesbury, Solicitors for the Act.

Wyatt and Co., Westminster, Parliamentary Agents.

Preston Markets, Fairs, New Streets, and Public Buildings.

(Extension and better regulation of Markets and Fairs ; Establishment of New Markets, Fairs, and Slaughter-houses ; Erection of Town-hall, Exchange and other buildings ; New Streets, and improvement of Streets ; Acquisition of Lands ; Raising Money by the Corporation and Local Board ; Levying Rates and leasing Rates ; Amendment of Charters and 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

enable the mayor, aldermen, and burgesses of the borough of Preston, in the county of Lancaster (hereinafter called the Corporation), either in their capacity as a Municipal Corporation, or in their capacity as a Local Board of Health, or in both capacities, to effect the several objects hereinafter specified, or some of them, that is to say, power will be sought to enable the Corporation to extend and enlarge the sites of the existing markets and fairs, and other conveniences, within the said borough, and to provide more convenient market-houses and market-places, and places for fairs, in the borough, with suitable buildings and other accommodations in connection therewith, and approaches thereto, and to provide within the borough a market 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 authorize the Corporation to make rules and bye-laws for the regulation of all the markets and fairs, or any of them, now held or hereafter to be held within the borough, and of hawkers and others exposing goods for sale in any public places within the said borough, 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 the 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 authorized, and those to be authorized under the intended Act, the only legal markets and fairs within the limits of the municipal borough of Preston, 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 erect slaughter-houses and other conveniences, and to regulate or prohibit existing and future private slaughter-houses, and to provide that the slaughter-houses to be erected by the Corporation shall be the only slaughter-houses in the borough, and to make all arrangements in relation to slaughter-houses, which may be necessary.

And the Corporation will take power to make and maintain openings in, and alterations of, and junctions with the rails of the railway leading from Preston to Lancaster at a point in the parish of Preston and township of Preston, in the said county, at or about three hundred yards south of the place where the said railway crosses the boundary between the townships of Preston and Fulwood ; and to do all such other acts, works, matters, and things as may be necessary in order to effect communications between the markets and fairs, or some of them, to be established by the intended Act and the said railway.

And the Corporation will take power to erect a town-hall, an exchange, public offices, and all necessary buildings in connection therewith within and for the said borough.

For the purposes aforesaid, or some of them, the Corporation will seek to acquire lands in the parish of Preston and township of Preston aforesaid, within the following limits or boundaries, that is to say,

bounded on the north by Earl-street and the Police-station, on the south by Church-street and Fishergate, on the east by Lancaster-road, and on the west by Cheapside, the Market-place, Anchor-weind and Back-lane, all in the said parish and township.

Other lands bounded on the north by Savick Brook, on the south by lands occupied by Ellis Williamson and Richard Sutton, on the east by Plungington-road, and on the west by the railway leading from Preston to Lancaster, all in the said parish and township.

And other lands, houses, and property in the said parish and township.

And the Bill will empower the Corporation to form the following new streets within the parish of Preston and township of Preston, that is to say: a new street commencing at or near the premises occupied by William Makinson, in the Market-place, and numbered twenty-three; and terminating at or near the premises occupied by James Barnes, in Lancaster-road, and numbered eight.

A new street commencing at or near the premises occupied by Frederick William Rigby, in the Market-place, and numbered eleven, and terminating at or near the premises occupied by Ralph Livesey, in Lord-street, and numbered forty-eight.

A new street commencing at or near the premises occupied by John Southworth, in Back-lane, and numbered one, and terminating at or near the premises occupied by John Lamb, in Friargate, and numbered one hundred and seventy-six.

A new street commencing at or near the premises occupied by Hugh Singleton and Thomas Garstang, in Marsh-lane, and terminating at or near the premises occupied by Elizabeth Woodhouse, near Marsh-lane.

And power will be given to the Corporation to widen and improve the following streets and places, in the parish of Preston, and township of Preston, that is to say:

Fishergate, commencing at or near the premises occupied by William Wainman Cottam, and terminating at or near the Town-hall, all in Fishergate.

Church-street, commencing at or near the premises occupied by John Worthington, and John Henry Hebden, and terminating at or near the premises occupied by Richard Bee, all in Church-street.

Old Shambles, commencing at or near the premises occupied by John Worthington, and John Henry Hebden, and terminating at or near the premises occupied by Joseph Ogle, in the Old Shambles.

Lancaster-road, commencing at or near the premises occupied by Anthony Westworth, in Lancaster-road, and terminating at or near to the junction of Lancaster-road with Lord-street.

Lord-street, commencing at or near the premises occupied by James Roney, in Lord-street, and terminating at or near to the junction of Lord-street, with Anchor-weind.

Friargate, commencing at or near the premises occupied by Nancy Barton, in Friargate, and terminating at or near to the junction of Friargate with Anchor-weind.

Market-place, commencing at or near to the junction of the Market-place with Anchor-weind, and terminating at or near the premises occupied by Thomas Boyd Dick, in the Market-place.

Back-lane, commencing at or near to the junction of Back-lane with Lord-street, and terminating at or near the premises occupied by John Fletcher, in Back-lane, all in the parish of Preston, and township of Preston.

And provision will be made in the intended Act to enable the Corporation to make, widen, or con-

struct a certain street or way, commencing at or near certain premises in Ribblesdale-place, occupied by William Paley, and terminating at or near the north-west corner of certain lands belonging to and occupied by the said Corporation, called Avenham-park, all in the said parish and township, and to carry the same across and over a certain tramway, in the said parish and township, adjoining the said premises occupied by the said William Paley, and for such purpose to do all such acts, and execute such works as may be deemed necessary or incidental thereto.

It is intended to give powers to the Corporation in both their said capacities, 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, remove, temporarily or permanently, public and private roads, railways, tramways, 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 authorize the Corporation, in both their said capacities, 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 authorized 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 them, and to apply the same to all or any of the purposes of the intended Act, to which the same may be applicable.

And the Corporation will be authorized 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 for the use of the Town-hall, Exchange, and other public buildings proposed to be provided by them, 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 authorize the Corporation to lease the tolls, rates, dues, stallages, rents, and remunerations to which they are now entitled, or which they may be authorized 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 borough and the body corporate thereof, by King Henry the 2nd; King John, in the 1st year of his reign; King Henry the 3rd in the 11th, and also in the 37th year of his reign; King Edward the 3rd, in the 2nd year of his reign; King Richard the 3rd, in the 2nd year of his reign; King Henry the 4th, in the 2nd year of his reign; King Henry the 5th, in the 1st year of his reign; their Majesties Philip and Mary, in the 4th and 5th years of their reign; Queen Elizabeth, in the 8th year of her reign; King Charles the 2nd, in the 14th, and also in the 36th years of his reign; and King George the 4th, in the 9th year of his reign, and all other Royal Charters, grants, and letters patent relating to the said borough, and will also alter, amend, or extend the local and personal Acts relating to the Corporation, to wit, the 55th Geo. 3rd, cap. 22, and the 16th and 17th Vic. c. 48.

And the Bill will enable the Corporation to appoint committees out of their body to carry into effect the purposes of the intended Act.

And the Bill will incorporate wholly or in part, "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1860," "The Markets and Fairs Clauses Act, 1847," "The Commissioners Clauses Act, 1847," and "The Towns Improvement 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 widenings and improvements of existing streets and places, and other works, 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 county Palatine of Lancaster, at his office in Preston, and on or before the same day copies of the 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 Preston, at his place of abode.

And notice is hereby also given, that on or before the 22nd 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 2nd day of November, 1860.

Robert Ascroft, Town Clerk, and Clerk to the Local Board of Health, Preston.

John Newall, 44, Parliament-street, Parliamentary Agent.

In Parliament, Session 1861.

Cockermouth, Keswick, and Penrith Railway.

(Incorporation of Company; Construction of Railway; Power for the Cockermouth and Workington Railway Company, the London and North Western Railway Company, and the Stockton and Darlington Railway Company, to Subscribe towards Work, and Working Arrangements with them.)

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

To make and maintain a railway commencing by a junction with the Cockermouth and Workington Railway, at a point distant about six hundred and forty yards west of the passenger station of the Cockermouth and Workington Railway at Cockermouth, in the parish of Brigham, in the county of Cumberland, passing from thence through or into all or some of the several parishes, townships, and extra-parochial places following, that is to say: the townships of Brigham, Cockermouth, Embleton, Setmurtherly and Wythop, the parish of Brigham, the townships of Thornthwaite, Braithwaite, Portinscale or Coledale, above Derwent, Keswick, Underskiddaw, St. John's Castlerigg and Wythburn, the parish of Crosthwaite, the townships or places of Threlkeld, Mungrisdale, Watermillock, Matterdale, Greystoke (with Johnby, Little Blencow, and Motherby and Gill), Hutton Soil, Hutton Roof, and Hutton John, Bowscale, Berrier and Murrah, the parish of Greystoke, the townships of Newbiggin and Stainton, the parish of Dacre, the parish of Penrith, and the extra-parochial place or places of Greta Mills and Briery Cottages, all in the county of Cumberland, and terminating in a field called Mires Beck Field, otherwise Newlands Close, the property of Thomas Moorhouse, and in the occupation of George Atkinson, at or near to or

adjoining Newlands-terrace, in the said parish of Penrith.

Also a branch railway to be wholly situate in the said parish of Penrith, commencing by a junction with the Lancaster and Carlisle Railway, at a point distant about 615 yards southwards of the passenger station of the Lancaster and Carlisle Railway, and terminating by a junction with the main line before described, in a field called Mains, in the occupation of Joseph Fenton, at a point about 130 yards south-west of the junction of the said branch railway with the Lancaster and Carlisle Railway, with all necessary works, stations, wharves, approaches, and conveniences connected with the same; and for such purpose to cross under, over, or on the level, and to alter the levels of, divert, stop up, take down, or substitute, either temporarily or permanently, turnpike and other roads, rivers, navigations, bridges, and railways.

The Bill will incorporate a company for the foregoing objects, and will give to the same company power to purchase lands, houses, and other property compulsorily for the purposes of the intended railways and works, and to vary and extinguish all existing rights and privileges connected with the said lands, houses, and other property, and all such other rights and privileges as may be necessary in carrying into execution any of the purposes of the Bill; to levy tolls, rates, and charges in respect of the use of the intended railway, and to grant certain exemptions from such tolls, rates, and charges, and to confer other rights and privileges; and it will incorporate with itself all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," and "The Railways Clauses Consolidation Act, 1845."

It is in the said Bill also proposed to confer upon the Cockermouth and Workington Railway Company, the London and North Western Railway Company, and the Stockton and Darlington Railway Company, or upon one or more of such companies, power to subscribe towards and become shareholders in the Company to be incorporated, and to vote at meetings and appoint directors of that Company, and to apply for the purposes of their subscription any capital or money which they are authorized to raise by the acts relating to those companies respectively, or to raise money either by mortgage of their respective undertakings, or by the issue of new shares with or without any preference in payment of dividend or special privileges or advantages.

Also power, either solely or jointly, to enter into contracts or arrangements with the Company to be incorporated with respect to the construction, maintenance, management, and use of the railways, stations, and works to be authorized by the Bill, and to apply their corporate funds, or any funds authorized to be raised by the Bill, for or towards any of such purposes.

Also power, either solely or jointly, to enter into arrangements between themselves and the intended Company for the working, maintenance, and using of the railways, stations, and works to be authorized by the Bill, by all or any of such companies, or for the sale or lease thereof, or of any part thereof, to any of such companies, with such powers of appointing officers, receiving tolls, and managing the working of the lines of railway and the stations, upon such terms and conditions as may be agreed upon; also to authorize the appointment of joint committees, and the delegation of powers of management and working the

railways and stations to any such committees, and to make provision in the Bill for carrying into effect all or any of such objects.

It is intended, so far as needful for the purposes of the intended Bill, to amend or repeal all or some of the provisions of the Acts (local and personal) following, that is to say, the 8th and 9th Victoria, cap. 120, relating to the Cockermouth and Workington Railway, and any other Act or Acts relating directly or indirectly to the Cockermouth and Workington Railway Company, the 9th and 10th Victoria, cap. 204, relating to the London and North-Western Railway, and any other Act or Acts relating directly or indirectly to the London and North-Western Railway Company, and the "Stockton and Darlington Railway Amalgamation Act, 1858," and any other Act or Acts relating directly or indirectly to the Stockton and Darlington Railway Company.

Duplicate plans and sections describing the line, situation, and level of the intended railway and other works, and the lands, houses, and other property which may be required for the same; a book of reference to the plans, containing the names of the owners and lessees, or of the reputed owners and lessees, and of the occupiers of those lands, houses, and other property, also a published map, with the lines of railway delineated thereon, so as to show their general course and direction; and a copy of this notice, will, on or before the thirtieth day of this instant November, be deposited for public inspection at the office of the Clerk of the Peace for the county of Cumberland, at Carlisle; and on before the same day a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the said railways and other works are proposed to be made, and a copy of this notice, will be deposited with the parish clerk of each such parish at his place of abode, and in the case of any extra-parochial place with the parish clerk of some adjoining parish at his place of abode.

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

Dated this first day of November, 1860.

Steel, Waugh, and Hartley,
Solicitors for the Bill, Cockermouth.
Dyson and Co.,
Parliamentary Agents.

Dumfries, Lochmaben, and Lockerby Junction Railway.

(Diversion and Abandonment of Part of Authorized Railway; Construction of New Railway; Additional Capital; Working Arrangements between the Company and the Glasgow and South-Western and Caledonian Railway Companies; Amendment of Acts relating to those Companies; and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to empower the Dumfries, Lochmaben, and Lockerby Junction Railway Company (hereinafter called the Company) to make and maintain the Railways hereinafter described, or one of them, with all proper works and conveniences connected therewith (that is to say):—

First, a diversion of the line of railway authorized by "The Dumfries, Lochmaben, and Lockerby Junction Railway Act, 1860," commencing at a point on the said authorized line of railway near Parkfoot Cottage, in the field marked number 28 in the parish of Dumfries, including Saint Mary's

parish of Dumfries, on the plans deposited in the office at Dumfries of the Principal Sheriff Clerk of the county of Dumfries, and referred to in that Act, and terminating at a point on the said authorized line of railway near to and on the south side of the village of Locharbriggs, in the said parish of Dumfries, including as aforesaid, which diverted railway will be situated in the said parish, including as aforesaid, and in or near the Royal Burgh of Dumfries, in the county of Dumfries.

Second, a railway commencing by a junction with the line of railway authorized by the said recited Act, near Parkfoot Cottage aforesaid, in the said parish of Dumfries, including as aforesaid, and terminating at or near the junction of English-street and New Market-street, in the town of Dumfries, which railway will be situated in the parish of Dumfries, including as aforesaid, and the Royal Burgh of Dumfries and county aforesaid.

And it is intended to take powers to abandon that portion of the railway authorized by the said Act situated in the said parish of Dumfries, including as aforesaid, and in or near the Royal burgh of Dumfries and county of Dumfries, which lies between the commencement and termination of the diverted line of railway, first hereinbefore described.

And it is intended by the said Bill to empower the Company to deviate in the construction of the said proposed railways from the line and levels delineated on the plans and sections thereof to be deposited as after mentioned, to the extent to 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, paths, passages, rivers, streams, sewers, watercourses, and gas, and water pipes, so far as may be necessary or expedient for the purpose of making, maintaining, and using the said proposed railways, or any of the works or conveniences connected therewith.

And it is further intended by the said Bill to empower the Company to acquire, by compulsory purchase or otherwise, the lands, houses, and other property required for the said proposed railways and works, to levy tolls, rates, and charges, for the use of the said proposed railways and relative works, and the conveyance of traffic thereon, and to confer 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 and the owners of and other parties interested in the lands required for the said proposed railways 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 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 Company, or otherwise, as may be fixed upon.

And it is further intended by the said Bill to authorize the Company to apply any funds which they now have or may have power to raise towards the construction of the said proposed railways, or either of them; and also for these purposes and for the general purposes of their undertaking, to raise additional capital 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 mortgage or bond, or by one or other of these means; and also to authorize the Company to create a debenture stock in lieu of

the sums already borrowed, or authorized to be borrowed by them, or which may be borrowed under the powers to be contained in the said Bill. And it is intended to provide that the said proposed railways shall be deemed a part of the undertaking, and shall be subject to the same provisions as the remainder of the railway of the Company.

And it is further intended by the said Bill to authorize the Company, and the Glasgow and South-Western Railway Company, and the Caledonian Railway Company, or either of these Companies, to enter into agreements with reference to the working, maintenance, and management of the railways to be authorized by the said Bill, or either of them, and with regard to the reciprocal use, management, maintenance, and working of the respective undertakings of the Companies, parties to any agreement, or of any part of their undertakings, and with regard to the fixing, collection, division, and apportionment of tolls, rates, and charges arising from traffic on their undertakings, or either of them.

And it is intended by the said Bill to vary or extinguish all rights and privileges which can in any manner interfere with any of the objects aforesaid, and to confer other rights and privileges.

And for the aforesaid and other purposes, it is intended, by the said Bill, to alter or amend "The Dumfries Lochmaben, and Lockerby Junction Railway Act, 1860," and "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, the twentieth and twenty-first, the twenty-first and twenty-second, the twenty-second and twenty-third, and the twenty-third and twenty-fourth years of the reign of Her present Majesty; and "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 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, and twentieth and twenty-first, the twenty-first, the twenty-first and twenty-second, the twenty-second and twenty-third, and the twenty-third and twenty-fourth years of the reign of Her present Majesty, and any other Act or Acts relating to the Glasgow and South-Western or Caledonian Railway Companies.

And notice is further given, that duplicate plans and sections, describing the line, situation, and levels of the said proposed railways, and the lands, houses, and other property, which are intended to be taken or may be taken for the purposes thereof, 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 other property, and published maps, having the said proposed railways delineated thereon, so as to show their 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 in Dumfries of the Principal Sheriff Clerk of the county of Dumfries; and that a copy of so much of the said plans, sections, and books of reference as relates to the said parish of Dumfries, including Saint Mary's parish of Dumfries, and to the Royal Burgh of Dumfries, with a copy of this notice, as published in the Edinburgh Gazette, will also on or before the 30th day of November current, be deposited for

public inspection with the Schoolmasters; or, if there be no Schoolmasters, with the Session Clerks of the said parish, including as aforesaid, at the residence of such Schoolmasters or Session Clerks; and with the Town Clerk of the Royal Burgh of Dumfries, at his office in Dumfries; and 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 first day of November, 1860.

John Jackson, Dumfries, Solicitor.

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

Baggymoor, Baschurch, &c., Drainage and Improvement.

(For the better Drainage and Improvement of certain Low Lands and Grounds, formerly Common, within the manors of Baschurch, Hordley, Stanwardine-in-the-Wood, Weston Lullingfield, and Stanwardine-in-the-Fields, or some of them, and of certain other Lands adjoining or near thereto, all situate in the county of Salop; removal of Weirs, Dams, and Fords across the river Perry, called Platt Mill Wear, Ruyton Wear or Ford, and Wikey Wear or Ford, construction of new Cut; Incorporation of Commissioners; Levying of Rates; Amendment or Repeal of Act.)

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, that is to say:—

To alter, amend, extend, and enlarge the powers and provisions of an Act passed in the 17th year of the reign of his late Majesty King George III., intituled "An Act for dividing and enclosing the moors, commons or waste grounds within the manors of Baschurch, Hordley, Stanwardine-in-the-Wood, Weston Lullingfield, and Stanwardine-in-the-Fields, or some of them, in the county of Salop," or to repeal the said Act or some parts thereof, and to obtain a new Act with revived, enlarged, and extended, or new powers for more effectually and completely draining, preserving, and improving the lands and grounds as well ancient freeholds, as lands formerly common, to which the said Act relates;

To remove a certain wear across the river Perry called Platt Mill Wear; a certain wear or ford across the same river called Ruyton Wear or Ford; and a certain other wear or ford across the same river called Wikey (otherwise Wikeys) Wear or Ford, situate in the parishes of Ruyton-of-the-Eleven-Towns and Baschurch, or one of them, in the county of Salop, or some or one of such wears or fords respectively.

To alter, deepen, widen, straighten, scour, divert, and otherwise improve the said river Perry between a certain bridge across the same, situate in the parishes of Baschurch and Ruyton-of-the-Eleven-Towns, or one of them, in the county of Salop, five hundred yards or thereabouts, below the said Platt Mill Wear, and called the Platt Mill Bridge, and a certain other bridge across the said river called Rednall Mill Bridge, situate in the parishes of Westfelton and Hordley, or one of them, in the county of Salop. To make and maintain a new cut or channel for carrying the said river in a more direct course between the points aforesaid, commencing in a piece of land situate in the township of Ruyton, in the parish of Ruyton-of-the-Eleven-Towns aforesaid, occupied

by Richard Brown, and being No. 189 in the tithe apportionment and maps thereto attached, relating to the said township, and terminating by a re- junction with the said river Perry, in a piece of land situate in the township of Boreatton, in the parish of Baschurch aforesaid, and occupied by Rowland Hunt, Esquire, and being No. 93 on the tithe apportionment and maps attached thereto, relating to such township, and which new cut will pass through the townships or places of Ruyton, Ruyton below the Mills, Ruyton above the Mills, Birch, and Boreatton, or some or one of them, and the parishes of Ruyton-of-the-Eleven-Towns and Baschurch aforesaid, in the said county; and to remove all pipes, trunks, troughs, and obstacles out of the said river between Rednall Mill and Platt Mill Bridges aforesaid.

To further drain, improve, and preserve the lands enclosed under the powers of the said recited Act, comprising a tract of ground containing one thousand three hundred acres or thereabouts, and certain other lands also mentioned in the said Act which were benefitted or were intended to have been benefitted under the powers and provisions thereof, containing seven hundred and fifty acres or thereabouts, all which said lands enclosed or benefitted, or intended so to be as aforesaid, are situate in the manors of Baschurch, Hordley, Stanwardine-in-the-Wood, Weston Lullingfield, and Stanwardine-in-the-Fields or elsewhere, in the several parishes of Baschurch, Ruyton-of-the-Eleven-Towns, Hordley, Ellesmere, and West-felton, and the Ecclesiastical District of Weston Lullingfield, or some or one of them, in the county of Salop, and are delineated and described in and upon certain maps and plans attached to and incorporated with a certain award of Thomas Boydel, Thomas Slater, and Thomas Vernon, the Commissioners acting under the said recited Act, dated the 14th day of March, 1783, and duly enrolled in pursuance of the provisions of the said Act, in Her Majesty's Court of Queen's Bench at Westminster, in or as of Trinity Term in the 23rd year of his late Majesty King George the 3rd, Roll 1,023, and which award and plans are at present deposited, and may be seen at the offices of Messrs. Longueville, Williams, and Jones, in Oswestry, in the said county.

To incorporate a body of Commissioners and to vest in them the improvement, drainage, and preservation of the said river, new cut, and lands, with all necessary powers for carrying the said intended Act into effect.

To levy rates or assessments upon the owners and occupiers of the lands and property enclosed or benefitted, or intended to have been benefitted as aforesaid, for the purposes of defraying the costs of obtaining the said Act, and of carrying the same into effect; to alter existing rates and assessments now levied on such lands or authorised by the said Act; to borrow money on mortgage of the said rates or assessment; to grant exemptions from payment of rates and assessments; to confer other exemptions, and to vary or extinguish all rights and privileges, which might interfere with the purposes of the said intended Act.

To take by compulsion or agreement the lands and houses, mills, weirs, dams, fords, pipes, trunks, or other property to be described in the plans hereinafter mentioned, and also any other lands, houses, or property required for the purpose of constructing the said cut, and draining, preserving, and improving the lands before mentioned.

On or before the 30th day of November instant, duplicate plans and sections showing the lands

and other property proposed to be taken for the purpose aforesaid, together with a book of reference thereto, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Salop, at his office in Shrewsbury, and a copy of the said plans and sections, book of reference, and Gazette notice, will, on or before the said date, be deposited with the parish clerks of the parishes of Ruyton-of-the-Eleven-Towns and Baschurch, and of the district church of Weston Lullingfield, in the said parish of Baschurch, at their respective residences.

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

Dated this 10th day of November, 1860.

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

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

Dartmouth and Torbay Railway Company.

(Further Capital; Extension of Time for completing Certain Parts of Undertaking; Amendment of Act.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to amend "The Dartmouth and Torbay Railway Act, 1857," and to empower the Dartmouth and Torbay Railway Company to raise further money for discharge of existing liabilities, and for other the purposes of their Undertaking, or of some part thereof, by the creation of new shares, and by borrowing on mortgage bond, or otherwise, to create debenture stock, to cancel shares unissued, or forfeited, or liable to forfeiture, to authorize and to enable them to accept surrenders of shares, to re-issue shares forfeited, cancelled, or surrendered, or to create other shares in lieu thereof, to attach to all or any of the shares created, issued, or re-issued under the powers of the Bill, any preference or priority in payment of interest or dividend, and other special privileges, and to make other arrangements and provisions with reference to the capital and shares of the Company, and to confer, vary, or extinguish rights and privileges in connection therewith, and to extend the time limited by the said Act for the construction and completion of so much of the authorized railway and works connected therewith as lies between a point in a field in the parish of Churston Ferrers, in the county of Devon, about 100 yards or thereabouts north of the public highway leading from the village of Galmpton to Dartmouth and Kingswear, all in the said county, and on the plans deposited for the purposes of the said Act, with the Clerk of the Peace and parish clerk, numbered 45, in the said parish of Churston Ferrers, up to and including the authorized termination of the said authorized line in a field adjoining the River Dart, in the parish of Brixham, in the same county, and also the time limited by the said Act for the establishment of a ferry over the River Dart, between the authorized terminus of the said railway, and the borough of Dartmouth.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 22nd day of December next.

Dated this 12th day of November, 1860.

J. Dorington, Ellicombes, and Co., 6, Parliament-street.

J. H. Mackenzie, 3, Johnson's-buildings, Temple.

Bishop's Castle Railway.

(Incorporation of Company. Power to make railway from the Oswestry and Newtown Railway, near Montgomery, to the Shrewsbury and Hereford Railway near Stretford Bridge, with branches to the Verlon and Bishop's Castle; power to make arrangements with Oswestry and Newtown and Shrewsbury and Hereford Railway Companies; and to enable the Oswestry and Newtown Railway Company to subscribe. Amendment of Acts.)

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

To incorporate a Company (hereinafter referred to as "The Company") and to enable the Company to make and maintain the railways hereinafter mentioned, with all the proper works and conveniences connected therewith, that is to say: A railway commencing by a junction with the Oswestry and Newtown Railway near the Montgomery Station of that railway, in the parish and county of Montgomery, and in a field or close numbered 34 in that parish on the plans referred to in the Oswestry, Welshpool, and Newtown Railway Act, 1855, and belonging to the Right Honourable Edward James Earl of Powis, and in the occupation of George Morris, passing thence through or into the several parishes, townships, and extra-parochial and other places, following, or some of them, that is to say, Montgomery, Chirby, Winsbury, Dudston, Timberth, Walcot, Hockleton, Marton, Wotherton, Wilmington, Stockton, Middleton, Rorrington, Priest Weston, Marrington, Churchstoke, Brompton, Rhiston, Brompton-and-Rhaston, Mellington, Hurdley, Weston Madoc, Hyssington, Mucklewick, Snead, Lydham, Aston, More, Linley, Moreswood, Dinmore, Lydbury, Lydbury North, Totterton, Eaton, Eytton, Choulton, Plowden, Eytton-and-Plowden, Acton, Brockton, Lower Down, Bishop's Castle Borough, Bishop's Castle Parish, Broughton, Lea, Oakeley, Lea-and-Oakeley, Myndtown, Mindtown, Edgton, Norbury, Hardwick, Whitcot, Asterton, Wentnor, Home, The Home, Hill End, Church-moor, Church-more, Old Church Moor, Old Churchmore, Prior's Holt, Horderley, Horderley Hall, Hopesay, Sibdon, Carwood, Sibdon-and-Carwood, Church Stretton, Stretton-en-le-dale, Wistanstow, Longville, Cheney Longville, Wittingslow, Woolston, Wooson, Felhampton, Minton, Strefford, and Stretford, in the counties of Montgomery and Salop, or one of them, and terminating in the said parish of Wistanstow, by a double junction with the line of the Shrewsbury and Hereford Railway, one of such junctions being at a point fifteen chains or thereabout to the south of the bridge carrying that railway over the River Onney, and the other of such junctions being at a point ten chains or thereabout to the north of that bridge. Secondly, a railway commencing from and out of the said intended railway in a field called Mill Pool close, in the said parish of Montgomery, belonging to the Right Honourable the Earl of Powis, and in the occupation of Matthew Edward Jones, and passing thence in and through the said parish of Montgomery, and terminating at or near the Verlon, in the same parish, in a field called the Verlon Close, belonging to the said Right Honourable the Earl of Powis, and in the occupation of John George. And thirdly, a railway commencing from and out of the said first-mentioned intended railway, in a field adjoining the turnpike road leading from Bishop's Castle to Norbury, called the Fir Tree Piece, in the said

parish of Lydham, numbered 193 on the title apportionment map of that parish, and belonging to the Reverend Arthur Oakeley, Clerk, and in the occupation of Charles Price, passing thence through or into the several parishes, townships, and extra-parochial, and other places following, or some of them, that is to say: Lydham, Bishop's Castle Parish, Bishop's Castle Borough, Lea, Oakeley, and Lea-and-Oakeley, all in the said county of Salop, and terminating at or near the gas works, in the said parish of Bishop's Castle, in the said county of Salop, in a field called the "Claypits," belonging to Beriah Bottfield, Esquire, and Thomas Norton, or one of them, and in the occupation of Mary Norton.

To take power to construct stations, communications, works, and other conveniences, in the several parishes, townships, and extra-parochial, and other places aforesaid, or some or one of them, and also to cross, stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads, railways, tramways, streets, rivers, streams, canals, reservoirs, navigations, or bridges, as it may be necessary to cross, stop up, alter, or divert, by reason of the construction of the said intended railways, and of the works connected therewith.

To take powers to purchase lands and buildings by compulsion or agreement, for the purposes of the said intended railways, and the works connected therewith, and to vary or extinguish all existing rights and privileges in any manner connected with the lands and buildings to be purchased for the purposes aforesaid, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, either or any of them, and to levy tolls, rates, and duties, upon or in respect of the said intended railways and works, and to alter existing tolls, rates, and duties, and to confer exemptions from payment of the same, and other rights and privileges.

To enable the Oswestry and Newtown Railway Company to contribute towards the Capital and hold shares in the undertaking of the Company, and appoint Directors of the Company, and to apply to the purpose of such subscription any funds which they are now authorized to raise, or to raise further sums for such purpose by creation of New Shares in their undertaking, either with or without preference or priority, in the payment of interest or dividend, and by borrowing on mortgage or bond, or by any of those means.

To enable the Company and the Oswestry and Newtown Railway Company, and the Shrewsbury and Hereford Railway Company, or the Company, and either of those Companies, to enter into and carry into effect, contracts and agreements in respect of the working, maintenance, and use of the said intended Railways, or either of them, or any part thereof, and the supply of engines, carriages, and rolling stock, for the purposes thereof, and the conduct, regulation, interchange, and management of the traffic upon or over the said intended Railways, or either of them, or any part thereof; and also for affording facilities for the transfer and transmission of traffic passing to and from the Railways of the Company, from or to the Railways of the said Oswestry and Newtown, and Shrewsbury and Hereford Railway Companies, and for the fixing, levying, dividing, and apportioning of tolls and charges arising from such traffic; and to enable the said Companies, or either of them, to levy tolls on the Railways of the Company, or either of them, or any part thereof, and, if necessary or expedient, to provide for the appointment by the said Companies of a

joint Committee, for the purposes aforesaid, and to confer upon such Committee such powers as may be necessary or expedient to regulate their proceedings.

To alter, vary, or repeal, some or any of the provisions of the several Acts hereinafter mentioned, relating to or affecting the Oswestry and Newtown Railway Company; that is to say, local and personal Acts, 18 & 19 Vic. cap. 86, and 23 & 24 Vic. caps. 101 & 139. And also of the Acts relating to the Shrewsbury and Hereford Railway Company: that is to say, local and personal Acts, 9 & 10 Vic. cap. 325; 10 & 11 Vic. cap. 266; 13 & 14 Vic. cap. 26; 15 & 16 Vic. cap. 168; 17 & 18 Vic. caps. 149 & 174; and 19 & 20 Vic. cap. 47.

And notice is further given, that on or before the thirtieth day of November, 1860, plans and sections of the proposed Railways, a book of reference to such plans, 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 be deposited for public inspection with the Clerk of the Peace for the County of Salop, at his Office at Shrewsbury, and with the Clerk of the Peace for the county of Montgomery, at his office in Welshpool, and that on or before the said thirtieth day of November, 1860, a copy of the said Gazette Notice, and of so much of the said plans, sections, and books of reference as relates to each parish, in or through which the said railways and works are intended to be constructed, will be deposited with the parish clerk of each such parish, at his usual place of abode, and so much of the said plans, sections, and books of reference, as relates to the several extra-parochial places of Dinmore, Hill End, and Church Moor, otherwise O'd Church Moor, will, together with a copy of this notice, be deposited on or before the same day with the parish clerk of the adjoining parish of Lydbury, otherwise Lydbury-North, at his residence, and so much of the said plans, sections, and books of reference, as relates to the extra-parochial place of Horderley, otherwise Horderley Hall, will, together with a copy of this notice be deposited on or before the same day with the parish clerk of the adjoining parish of Wistanstow, at his residence.

And notice is hereby also given, that printed copies of the proposed Bill for effecting the objects specified in this notice, or some of them, will be deposited at the private Bill Office of the House of Commons, on or before the twenty-second day of December in the present year.

Dated the first day of November, one thousand eight hundred and sixty.

Thos. Griffiths, Bishop's Castle,

Wm. Wilding, Montgomery,

Solicitors for the proposed Bill.

Westminster Life Insurance Society.

(Dissolution).

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 Society or Partnership called the Westminster Society for Insurance of Lives and Survivorships, and for granting Annuities, to make provision for satisfying the liabilities and engagements of the said Society or Partnership; to authorize the transfer of all or any of such liabilities and engagements to the Society or Partnership called the Guardian Fire and Life Assurance Company; to dissolve the said Westminster Society; and to authorize the distribution among

the members thereof of so much of the capital of the said Westminster Society as shall not be required for the purpose of satisfying the liabilities and engagements thereof; and also, if necessary, to alter and amend an Act passed in the fifty-fourth year of the reign of His late Majesty King George the Third, intituled "An Act to enable the Westminster Society for Insurance of Lives and Survivorships, and for granting Annuities, to sue and be sued in the name of their secretary or actuary;" and an Act passed in the thirteenth and fourteenth years of the reign of Her present Majesty, intituled "An Act for better enabling the Guardian Fire and Life Assurance Company to sue and be sued, and to alter certain provisions of their deed of settlement, and to give further powers to the Company;" and for other purposes. 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 22nd day of December next.

Dated this 14th day of November, 1860.

Broderip, Broderip, and Wilde, 9, New-square, Lincoln's-inn.

Agricultural Insurance Company.

(Incorporation of Company.)

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 the Agricultural Insurance Company, and limit the liability of the shareholders holding shares in the Company to the nominal amount of their respective shares, and to grant other powers for better enabling the Company to carry on their business.

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

Dated this fourteenth day of November, 1860.

Miller and Horn, Solicitors for the Bill,
7, St. Martin's-place, Trafalgar-square,
London.

Rumney Railway Company.

(Improvement of existing Line; New Lines and Works; Carriage of Passengers; Alteration of Rates; Further Money; Arrangements with, and Powers relating to Monmouthshire Railway and Canal Company; South Wales Railway Company; Sirhowy Railway Company, West Midland Railway Company, and Rhymney Railway Company; Running powers over part of Monmouthshire Railway and Canal Company's systems; Sale or Lease to certain 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 amend and extend or to repeal the powers and provisions of the Local and Personal Act, 6 George IV., chapter 62, incorporating the Rumney Railway Company (hereinafter called "the Company"), to confer upon that Company new and altered powers, and to enable them to make and maintain the works or some of the works, with all requisite stations, sidings, and conveniences connected therewith, and to effect the objects following, or some of them; that is to say:—

First. The improvement, alteration, and straightening of the line and levels of the existing railway of the Company, so as to adapt the same

to the passage of locomotives at high speed from the commencement thereof at Maerdy Bach, in the hamlet of Uwchlwrcoed, in the parish of Bedwellty, in the county of Monmouth, to the termination thereof, at its junction with the Western Valleys line of the Monmouthshire Railway and Canal Company, in the hamlet of Rogerstone, in the parish of Bassaleg, in the county of Monmouth, and the fencing of the same, and the confirmation and maintenance of the improvements and alterations therein already made, and available for the purpose, which said Rumney Railway and the improvements and alterations thereof, are situate in, or will be made, from, in, through, or into the several parishes, extra-parochial and other places following, or some of them (that is to say): Bedwellty, Uwchlwrcoed, Islwrcoed, Mynyddyslwyn, Clawrplwyf, Bedwas, Bedwas Upper, Bedwas Lower, Machen, Machen Upper, Machen Lower, Graig, Rogerstone, and Bassaleg, in the county of Monmouth.

Second. An extension railway commencing by a junction with the said Rumney Railway at or near the present northern terminus of the said railway at Maerdy Bach aforesaid, and terminating at a point on the southern side of the parish road leading from Pontlottin to Tredegar and Merthyr, near the Maerdy-gate, in the hamlet of Uwchlwrcoed, in the parish of Bedwellty, in the county of Monmouth.

Third. A railway commencing by a junction with the said Rumney Railway at or near the four and three-quarter mile-post, on the said Rumney Railway, in the parish of Machen Upper, in the county of Monmouth, and terminating by a junction with the eastern terminus of the present Caerphilly branch of the Rhymney Railway, in the hamlet of Vann, in the parish of Bedwas, in the county of Glamorgan.

Fourth. A railway commencing from and out of the lastly before described intended railway in a field numbered 66 on the Tithe Commutation map of the hamlet of Vann, in the parish of Bedwas, in the county of Glamorgan, and terminating on the east side of the turnpike road, leading through the town of Caerphilly, in the county of Glamorgan, near the Boar's Head Inn, in the said town of Caerphilly, and hamlet of Energlyn and parish of Eglwysilan, in the county of Glamorgan, which said extension, new railways, and other works, are or will be made in, from, through, or into the several parishes, extraparochial and other places of Bedwellty, Uwchlwrcoed, Islwrcoed, Machen, Machen Upper, and Machen Lower, in the county of Monmouth; and Rhyd-y-Gwern Machen, Rudry, Vann, Bedwas, Caerphilly, Energlyn, and Eglwysilan, in the county of Glamorgan, or some of them.

To stop up and discontinue the use of so much and such parts of the existing Rumney Railway, or of the undertaking of the Company as by reason of the construction of the alterations, straightenings, railways, and works aforesaid, or any of them, may become unnecessary; and to sell and dispose of so much of their said existing railway, or undertaking, and the site thereof, as they may not require for siding accommodation or other purposes.

To purchase by compulsion and agreement all lands, houses, and other hereditaments requisite or desirable for the purposes of the intended alterations, improvements, railways, and other works in the parishes and places before named, or some of them; and to vary and extinguish all rights and privileges connected with such lands, houses, and hereditaments.

To cross, divert, alter, or stop up, raise or lower, either temporarily or permanently, and as well for

the purposes of the alteration, adaptation, and use of the existing railway, as for the said intended new lines and other purposes of the Bill, any turnpike and other roads, highways, streets, bridges, sewers, pipes, drains, watercourses, railways, and tramroads in the parishes or places before named, or some of them.

To confer upon the Company express and effectual powers of carrying passengers upon their lines of railway, and of taking and recovering tolls, rates, dues, and charges on or in respect of their undertaking for the time being and every part thereof, and of the traffic thereon, and of varying and altering the several tolls, rates, dues, and charges which they are now authorized to take on or in respect thereof, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, dues, and charges, and other rights and privileges, and of providing and using locomotive power at any rates of speed which they may from time to time deem expedient, and of prohibiting and effectually preventing the use of, or the passage over, or across any tramroad, or railway, or road of the Company by any persons on foot or on horseback, as a footway or bridleway, or as an ordinary carriage way, or for the driving or conducting thereon of any animals.

To incorporate with the intended Bill the provisions of the Lands Clauses Consolidation Act, and of the Railways Clauses Consolidation Act, or some of such provisions, and to apply such provisions to the undertaking of the Company, and every or any part thereof. To raise money for the purposes of the intended Bill by the creation of new shares in their undertaking, with or without preference or priority in payment of interest or dividend and other special privileges, and on mortgage or bond, and to increase and regulate the capital of the Company.

To empower the Company and the Monmouthshire Railway and Canal Company, and also to empower the Company and the South Wales Railway Company, and also to empower the Company and the Sirhowy Railway Company, and also to empower the Company and the West Midland Railway Company, and also to empower the Company and the Rhymney Railway Company to enter into, and carry into effect, any contracts and arrangements which may be agreed upon between the contracting Companies, for or with reference to the working or use, or maintenance by either of the contracting Companies, of any portion of the railways or tramroads, or undertaking of the other of them, the supply and maintenance of stock and plant for the same, the contributions and payments to be made by either of the said Companies to the other of them, the collection, management, protection, working, and transmission of the traffic on such railways, or parts of railways, or tramroads, and the fixing, levying, collection, appropriation, and division of the tolls, and other income thence arising. To make effectual provision for the facilitation of the traffic of the Company over the lines belonging to, or worked by, the Monmouthshire Railway and Canal Company, and over the lines of the South Wales Railway Company, of the Sirhowy Railway Company, of the West Midland Railway Company, and of the Rhymney Railway Company, and for requiring those Companies and each of them to convey and forward the same.

And it is also intended by the said Bill to empower the Company, compulsorily or by agreement, to run over, work, and use with their engines and carriages, and for the purposes of their traffic of every description, the lines of railway, stations, roads, platforms, water, water-

engines, sidings, machinery, works, and conveniences of the Monmouthshire Railway and Canal Company, including the park mile, and lying between the junction of the Rumney Railway, with the Western Valleys Railway of the Monmouthshire Railway and Canal Company and the Newport Docks, and all other railways, stations, sidings, wharfs, roads, platforms, water, water-engines, works, and conveniences of that Company for the time being, situate in the parish of St. Woollos and borough of Newport, or either of them, in the county of Monmouth, and also to levy tolls, rates, and duties in respect of passengers and traffic conveyed over the before-mentioned portions of railway, and to vary the tolls, rates, and duties now authorized to be taken thereon or in respect thereof.

And it is also intended by the said Bill to empower the Company to let to the Monmouthshire Railway and Canal Company and the West Midland Railway Company, or either of those Companies, and either in perpetuity or for any limited period, and also to sell and transfer to those two Companies, or either of them, all or any part of the undertaking of the Company as now and by the intended Bill to be authorized; and all railways, works, and conveniences constructed or to be constructed, lands, property rights, powers, privileges, easements, and authorities, present or future, of the Company, and whether affecting their own undertaking or the undertakings of other companies, for such rents, price, and consideration, and on such terms and conditions as have been or may be agreed upon, and to enable the Monmouthshire Railway and Canal Company and the West Midland Railway Company, or either of them, to take such lease and accept such transfer, and to vary the tolls and charges of the Company, and to sanction and give effect to agreements between the said Companies for the purposes aforesaid, and (if need be) to provide for the dissolution of the Company.

To amend (so far as may be necessary or desirable for the purposes of the said Bill) the Acts following; that is to say: the Acts 32 George III., chapter 102; 37 George III., chapter 100; 42 George III., chapter 115; "The Newport and Pontypool Railway Act, 1845;" "The Newport and Pontypool Railway Act Amendment Act, 1848;" "The Monmouthshire Railway and Canal Act, 1852;" "The Monmouthshire Railway and Canal Act, 1853;" and "The Monmouthshire Railway and Canal Act, 1855," relating to the Monmouthshire Railway and Canal Company; "The South Wales Railway Consolidation Act, 1855;" and "The South Wales Railway Act, 1858;" "The Rhymney Railway Act, 1857;" "The Sirhowy Railway Act, 1860;" and the local and personal Act, 42 George III., chapter 115, relating to the Sirhowy Railway Company; 8 and 9 Victoria, chapter 184; 9 and 10 Victoria, chapter 278; 11 and 12 Victoria, chapters 59 and 133; 13 and 14 Victoria, chapter 110; 15 and 16 Victoria, chapter 145; 16 and 17 Victoria, chapter 212; 17 and 18 Victoria, chapters 207 and 209; 18 and 19 Victoria, chapter 181; 19 and 20 Victoria, chapters 126 and 137; 21 and 22 Victoria, chapter 123; 22 and 23 Victoria, chapter 76, relating to the Oxford, Worcester, and Wolverhampton Railway Company; 9 and 10 Victoria, chapter 303; 10 and 11 Victoria, chapters 86 and 177; 16 and 17 Victoria, chapters 178 and 179; 20 and 21 Victoria, chapter 119; 21 and 22 Victoria, chapter 126, relating to the Newport, Abergavenny, and Hereford Railway Company; 16 and 17 Victoria, chapter 184; 21 and 22 Victoria, chapter 142; 22 and 23 Victoria, chapter 7, relating to the Worcester and Hereford Rail-

way Company and the West Midland Railway Act, 1860.

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

And Notice is hereby also given, that on or before the 30th day of November instant plans and sections of the intended improvements, alterations, new railways, and works, a book of reference to such plans, and a published map with the lines of the 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 Monmouth, at his office at Newport, in that county, and with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, 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 respectively as relates to each parish in or through which the said railways and works are or 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 residence; and that on or before the 22nd day of December next printed copies of the said intended Bill will be deposited in the Private Bill Office at the House of Commons.

Dated this 9th day of November, 1860.

William Woodhouse *Secretary James Woodhouse,*
Solicitor for the Bill.

Sirhowy and Brecknockshire Junction Railway.

(Construction of Railway; Purchase of Brinore Tramroad; Powers to the Sirhowy Railway Company; Brecon and Merthyr Tydfil Junction Railway Company, and Merthyr, Tredegar, and Abergavenny Railway Company; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to incorporate a Company for making and maintaining, or to enable the Sirhowy Railway Company to make and maintain the railway hereinafter mentioned, together with all necessary and convenient stations, approaches, bridges, roads, communications, and other works, and to confer all necessary and proper powers for effecting the objects hereinafter mentioned, or some of them, that is to say:

To make and maintain a railway, commencing from and out of the authorized line of the Brecon and Merthyr Tydfil Junction Railway Company, at or near a point in the parish of Llanddettty, and county of Brecon, in a piece of land, No. 206, in that parish, on the deposited plans of that authorized line, referred to in the Brecon and Merthyr Tydfil Junction Railway Act, 1859, and terminating by a double junction, the one of such junctions being intended to be made with the line of the extension railway of the Sirhowy Railway Company, authorized by the Sirhowy Railway Act, 1860, near the point marked on the deposited plans referred to in the same Act of the said extension railway with the figure 6, denoting 6 furlongs from the commencement of such extension railway; the other of such junctions being intended to be made with the said authorized line of the said Sirhowy Extension Railway, and also at the same point with the authorized line of the Merthyr, Tredegar, and Abergavenny Railway, in a piece of ground in the parish of Llangynider, and county of Brecon, No. 17, in that parish, upon the said deposited plans referred to in the said Sirhowy Railway Act, 1860, and at or near the point marked with the letter D upon those plans

which said intended railway and works would be made or pass in, from, through, or into the parishes, extra-parochial, and other places following, or some of them, that is to say, Llanddettŷ, Duffryn, Vro Llangynider, Duffryn Upper, Duffryn Lower, and Vro in Llangynider, all in the county of Brecon.

To cross, divert, alter, or stop up, for the purposes of the Bill, and either temporarily or permanently, any roads, streets, ways, highways, streams, pipes, sewers, canals, navigations, rivers, bridges, railways, and tramroads within the parishes and other places aforesaid, and to cross on the level, if need be, the line of the Merthyr, Tredegar, and Abergavenny Railway at or near the point D aforesaid, for the purpose of forming a junction there with the said Sirhowy Extension Line.

To purchase by compulsion, and also 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 of such tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

To purchase by compulsion or by agreement, and to stop up and relinquish, or to appropriate, for the purposes of the intended railway and works, all or any part of the Brinore tramroad, and the lands and property belonging thereto or connected therewith, and to sell or dispose of the same, and to dissolve the Brinore Tramroad Company.

And it is also intended by the said Bill to empower the Brecon and Merthyr Tydfil Junction Railway Company, the Merthyr, Tredegar, and Abergavenny Railway Company, and the Sirhowy Railway Company, or any of them, and any Company incorporated by the said Bill, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction, maintenance, working, and using by any or either of the contracting Companies of the intended railway and works, or any part thereof, and with reference to the regulation, management, and transmission of the traffic thereon, or passing to or from the same, 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 before-named Companies, or any of them, to appoint directors of any Company incorporated by the said Bill to take and hold shares in, and subscribe towards, the intended undertaking, or any part thereof, and to guarantee such interest, dividends, loans, annual or other payment, as may be agreed upon, and to raise further capital for those purposes by the creation of new shares or stock in their respective undertakings, with or without any preference or priority in payment of interest, or dividend, or other privileges attached thereto, and to borrow further moneys.

And it is intended to amend "The Brecon and Merthyr Junction Railway Act, 1859," "The Brecon and Merthyr (Extensions) Act, 1860," "The Merthyr, Tredegar, and Abergavenny Railway Act, 1859," "The Sirhowy Railway Act, 1860," and the local and personal Act, 42 Geo. 3, chapter 115, relating to the Sirhowy Railway Company, and also the several Acts following relating to the Brecon and Abergavenny Canal Company, viz., 33 George 3, chapter 96, and 44 George 3, chapter 29.

And notice is hereby also given, that plans and sections of the proposed railway and works, with a book of reference to such plans and a published map, with the lines of the proposed railway delineated thereon, and a copy of this notice, as published

in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Brecon, at his office at Brecon, in that county; and that on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said railway and works, or any part of them, 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 22nd day of December next.

Dated this 8th day of November, 1860.

E. J. C. Davies, Solicitor for the Bill.

Sowerby Bridge Gas Consumers Company Limited.

(Incorporation of Company; Construction of Gas Works; Supply of Gas to Sowerby Bridge and Neighbourhood; Power to raise additional Moneys; Transfer to the Local Board of Health, &c.)

NOTICE is hereby given, that the Sowerby Bridge Gas Consumers Company, Limited, intend to apply to Parliament in the ensuing session, for an Act to effect the following objects, or some of them:

To alter, amend, or annul the Articles of Association under which that Company (hereinafter called the existing Company) is now constituted pursuant to the provisions of "The Joint Stock Companies Act, 1856;" and to incorporate, by such special Act, the shareholders therein under the same or a different name, and to vest in the Company to be incorporated (hereinafter called the Company) the lands, property, rights, and powers vested in the existing Company, under the said Articles of Association, or the provisions of "The Joint Stock Companies Act, 1856," and to enable the Company to hold, possess, and exercise the same.

To confer upon the Company all the powers contained in "The Companies Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendments Act, 1860;" and "The Gas Works Clauses Act, 1847;" altered, extended, or modified, as may be necessary, and all such other powers as will the better enable the Company to carry out the purposes for which the existing Company was established, and the objects of the proposed Act.

To enable the Company to construct and maintain all necessary works in the township of Sowerby, in the parish of Halifax, in the West Riding of the county of York, on a plot of land within that township, containing six thousand one hundred and ninety-eight yards, or thereabouts, part of an estate, called Bottoms, otherwise Lower Brig Bottom, which plot of land is bounded on the north-east by the river Calder, on the north-west by land of Messrs. James Clay and Sons, on the south-west by the line and works of the Lancashire and Yorkshire Railway Company, and on the south-east by other land, also part of the said estate called Bottoms, otherwise Lower Brig Bottom, belonging to Mr. James Walton, and adjoining to the site of a mill and premises, now

in course of erection by Messrs. Shepherd, Blackburn, and Company.

To authorize the Company to supply with gas the town of Sowerby Bridge, and the townships and extra-parochial and other places of Sowerby, Warley, Skircoat, and Norland, all in the parish of Halifax, and West Riding of the county of York, and within the said parish, town, townships, and extra-parochial and other places, to break up turnpike roads and highways, and public and private streets, roads, railways, bridges, and places, and to lay down, maintain, alter, and repair mains, pipes, and other apparatus for the supply of gas, and to levy and receive rents, rates, and remunerations for such supply, and for the sale of coke, refuse, and other articles, and for the sale or hire of meters and other apparatus and things,

To confer, vary and extinguish exemptions from payment of rates and other rights and privileges.

To authorize the Company to acquire lands and houses for the purposes of gas works, and for other their purposes.

To enable them to carry on all the business of a Gas Light and Coke Company.

To authorize them to raise further moneys by shares and by borrowing, and to vary or alter the rights and privileges of the shareholders of the existing Company.

To enable the Company to sell or lease their undertaking to the Local Board of Health for the Sowerby Bridgedistrict (hereinafter called the Local Board), and to enable that Board to accept such sale or lease. And in case of a sale, to raise money for the purpose by mortgage of any rates for the time being authorized to be levied by the Local Board, or of any property for the time being vested in them, and to authorize the Local Board to grant to the shareholders of the Company, annuities redeemable or irredeemable, as the consideration for such purchase, and to charge such annuities upon the undertaking so sold, or upon the rates authorized to be levied by the Local Board, or upon any property for the time being vested in them, or upon all or any. And in case of a lease, to charge the rent or other consideration for the same upon such undertaking, or upon such rates, or upon such property, or upon all or any, with powers and remedies for recovering payment thereof.

To enable the Local Board, in case of such sale or lease to them, to levy and receive tolls, rates, rents, duties, and remuneration, and to alter existing tolls, rates, and duties, and to confer, vary, and extinguish exemptions from the payment of tolls, rates, and duties and other rights and privileges.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 22nd day of December next.

Dated this 7th day of November, 1860.

Wavell Philbrick, and Foster, Halifax,
Solicitors to the Company.

John Newall, 44, Parliament-street, Westminster,
Parliamentary Agent.

In Parliament, Session 1861.

Trent, Ancholme, and Grimsby Railway.

(Railway from the Trent, near Keadby, to Barnetby-le-Wold.)

APPPLICATION is intended to be made to Parliament in the next Session thereof for leave to bring in a Bill to incorporate a Company, and to vest in the same Company, upon such pecuniary and other conditions as the said bill shall define, a railway now constructing by Charles

Winn, Esquire, between the right bank of the River Trent, near Boggard Hall, in the Parts of Lindsey, in Lincolnshire, and the west side of the new River Ancholme, at a spot called Worlabby Plains, which railway traverses the following places, all in the said Parts of Lindsey, namely, the township of Brumby, in the parish of Frodingham; the township of Gunhouse, in the parish of Frodingham; the townships of Frodingham and Scunthorpe, in the said parish of Frodingham; the hamlets of Low Santon, High Santon, and Thornham, otherwise Thornholme, in the parish of Appleby; and the parishes of Appleby and Worlabby, otherwise Worletby; and to enable the same Company to complete and maintain the same railway, with all necessary stations, approaches, conveniences, and works.

To enable the Company to make and maintain an extension of the said railway, with all necessary stations, approaches, conveniences, and works, commencing by a junction with the last-named railway at its termination as aforesaid on the west side of the new River Ancholme, in the said parish of Worlabby, passing through the same parish, and the parishes of Elsham, and Wrawby otherwise Wrawby-cum-Brigg, the hamlet of Kettleby otherwise Kettleby Thorpe, in the parish of Bigby, and the parishes of Bigby and Barnetby-le-Wold, all in the said Parts of Lindsey, and terminating in the said parish of Barnetby-le-Wold, by a junction with the Manchester, Sheffield, and Lincolnshire Railway, near and about five furlongs to the south west of the Barnetby station of the same railway.

The bill will authorize the Company to purchase lands, houses, and other property, compulsorily, for the purposes of the said extension and works, to levy tolls, rates, and charges in respect thereof, and also of the railway so to be vested in them by the bill; to cross, alter, and divert roads, tramways, drains, sewers, navigations, rivers, streams, and watercourses, and to maintain any crossings or alterations already made; and to vary and extinguish existing rights and privileges, so far as may be necessary in constructing or maintaining the said railway and extension, or any of the works connected therewith respectively.

The bill will enable the Company to be thereby incorporated on the one hand, and the Manchester, Sheffield, and Lincolnshire Railway Company, and the South Yorkshire Railway and River Dun Company, or either of them, on the other hand, from time to time to make and carry into effect agreements for and in respect of the working, management, maintenance, and use by either or both of the said Companies of the said railway and extension; the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic on the same; the payments to be made and the conditions to be performed with respect to such working, management, maintenance, use, and services; the interchange, accommodation, and conveyance of traffic coming from or destined for the undertakings of the contracting Companies, and the division and apportionment of the revenue arising from that traffic; and the bill will confirm any agreements already made between or on behalf of the said parties touching the matters aforesaid, and will authorize the appointment of joint committees for carrying into effect any such agreement as aforesaid.

The bill will incorporate with itself the necessary provisions of "The Railways Clauses Consolidation Act, 1845," "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Acts Amendment Act, 1860;" and it will amend and enlarge the powers

and provisions of the Act 12 and 13 Vict., cap. 81, and of the other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company, and of the Act 10 and 11 Vict. cap., 291, and the other acts relating to the South Yorkshire Railway and River Dun Company.

Duplicate plans and sections describing the line, situation, and levels of the railway already constructed or constructing, and of the proposed extension thereof, and the lands, houses, and other property to be taken for the purposes of the bill, together with a book of reference to the plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of the said lands, houses, and other property; also a published map with the line of railway delineated thereon, and a copy of this notice, will on or before the 30th day of November instant be deposited for public inspection with the Clerk of the Peace for the said Parts of Lindsey, at his office at Spilsby; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the said railway and extension pass, and a copy of this notice, will be deposited for public inspection with the parish clerk, of each such parish, at his place of abode; and in case of any extra-parochial place, with the parish clerk of a parish immediately adjacent thereto.

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

Dated this 13th day of November, 1860.

Nicholson, Hett, and Freer, Solicitors for the Bill.

Bristol Channel Pilotage.

(New Pilotage Boards for the Ports of Cardiff, Newport, Gloucester, and Bridgwater; Alteration or Repeal of Act (Local and Personal) 47 Geo. III., session 2, cap. 33, in reference to the Appointment of Pilots; and Amendment of other 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:

To provide for the appointment or constitution of one or more separate Pilotage Board or Boards in or for the ports of Cardiff, Newport, Gloucester, and Bridgwater, or any or either of them, and to vest in such Board or Boards all necessary powers for the appointment, licensing, regulation, and remuneration of pilots for the pilotage of vessels bound to or from the said ports, or any or either of them, and passing between those ports respectively, and Lundy Island, in the Bristol Channel, or within such other limits as will be defined in the intended Act, and for fixing and determining the rates or charges to be paid in respect of such pilotage.

To empower any Pilotage Boards to be appointed or constituted under the authority of the intended Act, to make and enter into agreements among themselves, and also with the Commissioners of the harbour of Newport, the Penarth Harbour, Dock, and Railway Company, the Gloucester and Berkeley Canal Company, and any other Company or body, in reference to the appointment, licensing, regulation, and remuneration of pilots, at or for all or any of the said ports of Cardiff, Newport, Gloucester, and Bridgwater, or the harbour and dock of Penarth.

And it is also proposed by the intended Act to alter or repeal so much of the Act, 47 Geo. III., session 2, cap. 33, intituled "An Act for ascertaining and establishing the rates of wharfage, cannage, plankage, anchorage, and moorage to be

received at the lawful quays in the port of Bristol; for the regulation of the cranekeepers in the said port; and for the better regulation of pilots and pilotage of vessels navigating the Bristol Channel," as may be inconsistent with the objects and purposes of the intended Act, or as it may be necessary to alter or repeal, for carrying those objects or purposes, or any of them, into effect; and also, if necessary, to alter, amend, extend, and enlarge, or to repeal some of the powers and provisions of the several Acts following, or some of them, that is to say, the Act (Local and Personal) 6 Wm. IV., cap. 66, relating to the port or harbour of Newport, and the Acts (Local and Personal) 19 and 20 Vict., cap. 122, and 20 and 21 Vict., cap. 69, relating to the Penarth Harbour, Dock, and Railway Company.

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, before the 23rd day of December in the present year.

Dated this 7th day of November, 1860.

Benjn. Matthews, Town Clerk, Cardiff.

Great Western Railway.

(Capital Act).

(Regulation and Increase of Capital; New Shares; Conversion of Shares into Stock; Amendment of Acts).

NOTICE is hereby given, that the Great Western Railway Company will apply to Parliament in the next session for an Act for all or some of the objects following (that is to say):—

To fix, ascertain, regulate and determine, the capital of the Company, whether in stock, shares, loans or other securities, and the respective rights and interests of the holders for the time being of such capital:

To increase the capital of the Company by the creation of new shares or stock, with or without priority or preference in payment of dividend or other rights or privileges attached thereto, and by borrowing, or by either of such means:

To empower the Company to create shares as aforesaid for the purpose of paying off or discharging all or any part of the mortgages, bonds, securities, or other liabilities of the Company:

To empower the Company from time to time to convert into consolidated stock in their undertaking all or any part of their existing share capital:

To alter, amend, enlarge and repeal, some of the provisions of the several Acts following, or some of them, relating to the Company (that is to say)—Local and Personal Acts, 5 and 6 William IV., cap. 107; 6 William IV., caps. 36, 38, 77, and 79; 1 Victoria, caps. 91 and 92 (1837), and 24 and 26 (1838); 2 Victoria, cap. 27; 3 Victoria, cap. 47; 3 and 4 Victoria, cap. 105; 4 and 5 Victoria, cap. 41; 5 Victoria (Session 2) cap. 28; 6 Victoria, cap. 10; 7 Victoria, cap. 3; 7 and 8 Victoria, caps. 68 and 99; 8 and 9 Victoria, caps. 40, 42, 53, 115, 155, 156, 184, 188, 190, and 191; 9 Victoria, cap. 14; 9 and 10 Victoria, caps. 166, 181, 236, 239, 240, 250, 251, 274, 275, 278, 307, 308, 313, 315, 326, 335, 337, 338, 369, 383, and 402; 10 and 11 Victoria, caps. 60, 72, 76, 80, 91, 101, 109, 144, 149, 154, 226, and 242; 11 and 12 Victoria, caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 12 and 13 Victoria, cap. 55; 13 Victoria, caps. 6 and 7; 13 and 14 Victoria, caps. 44, 98, and 110; 14 and 15 Victoria, caps. 22,

48, 52, 53, 74, 81, and 131; 15 and 16 Victoria, caps. 9, 117, 125, 133, 140, 145, 146, 147, 165, and 168; 16 and 17, Victoria, caps. 121, 153, 175, 204, 209, 210, and 212; 17 and 18 Victoria, caps. 103, 120, 158, 163, 192, 202, 204, 207, 209, 215, and 222; 18 and 19 Victoria, caps. 11, 59, 69, 98, 102, 139, 171, and 191; 19 and 20 Victoria, caps. 109, 123, 126, 132, and 137; 20 and 21 Victoria, caps. 8, 24, 54, 96, and 158; 21 and 22 Victoria, caps. 90, 139, and 146; 22 Victoria, cap. 13; 22 and 23 Victoria, caps. 1, 40, 64, 76, 105, 120, 134, and 138; 23 and 24 Victoria, cap. 69.

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 before the twenty-third day of December next.

Dated the 13th day of November, 1860.

Pritt, Sherwood, Venables, Grubbe, and Jones, 7, Great George-street, Westminster.

In Parliament.—Session 1861.

Lancashire and Yorkshire Railway.

(New Line from Salford to Victoria Station, Manchester; Enlargement of Victoria Station; Increase of Capital; Powers to London and North Western Railway Company; Amendment of Acts.)

THE Lancashire and Yorkshire Railway Company (hereinafter referred to as "the Company"), intend to apply to Parliament in the next session thereof, for leave to bring in a Bill for the following, or some of the following, among other purposes—

To enable them to make and maintain a new line of railway with all necessary works, approaches, and conveniences connected therewith, to commence by a junction with the Lancashire and Yorkshire Railway in the existing passenger station at New Bailey-street, in the township and borough of Salford, to pass through or into the townships of Salford and Manchester, in the parish of Manchester, and county of Lancaster, and to terminate by a junction with the London and North Western Railway, or with the Lancashire and Yorkshire Railway, in the Victoria Station in the said township and parish of Manchester.

The Bill will take power to deviate from the centre line of railway shown on the deposited plan hereinafter-mentioned to the extent shown on such plan.

The Bill will enable the Company for the purposes aforesaid to interfere with any existing railways and the works thereof, and to stop-up, alter, and divert, whether temporarily or permanently, streets, roads, highways, sewers, and pipes, so far as may be necessary, and especially to close or divert Thomson-street, Johnson-street, Wilkinson-street, Cook-street, and Cranage-street, in Salford aforesaid, and it will also enable the Company to purchase by compulsion, lands, houses, and other property for the purposes of the said Bill, to levy tolls, rates, and charges in respect of the said intended railway and works, and to vary or extinguish any rights or privileges which may interfere with the objects of the Bill.

To empower the Company on the one part and the London and North Western Railway Company on the other part, to enter into and carry into effect arrangements and agreements with reference to the enlargement and alteration of the said Victoria Station, including the lines of railway, sidings, platforms, approaches, and works within or connected with the same, and the maintenance, management, and use thereof, the appro-

priation of any part or parts thereof to the joint use of the two Companies, or to the sole and exclusive use of either of them, and the vesting of the said station, or of any parts thereof, in the said Companies or in either of them; and with reference to the construction, alteration, widening, use, working, management, and maintenance of the before-mentioned intended line of railway, and of the London and North Western Railway, parallel to the same, and the vesting of the same two lines of railway, or of either of them, or of any part thereof, jointly or severally in the two Companies, upon such terms and conditions and pecuniary considerations as may be agreed on, and also with reference to the use, working, management, and maintenance of any other parts of the undertakings of the two Companies, and the apportionment of the tolls, rents, profits, and liabilities arising out of the said station or railways, or other parts of the said undertakings and the payment by either Company to the other Company of fixed and periodical or other payments in respect of any of the matters aforesaid, and for the appointment of joint committees for carry into effect any of the objects of any such arrangement or agreement; and the Bill is intended to confirm and give validity to any agreements already subsisting between the Companies, or which may be made before the passing of the Bill, touching any of the matters aforesaid, subject, however, to such modifications of the said agreements as the parties thereto may concur in.

To authorize the London and North Western Railway Company to contribute towards the cost of the said intended new line of railway, and of the said station enlargement and works, out of any of the moneys belonging to them, or which they have power to raise, and if necessary to enable that Company to raise additional capital by shares and by mortgage for the purposes of such contribution, and to attach to such capital such preference or priority of dividend or other advantage as the Bill shall define.

To enable the Lancashire and Yorkshire Railway Company to apply their existing funds to the purposes of the Bill, and to raise additional capital, for such purposes and for the general purposes of the Company, by shares or stock and by loan, and to attach to such capital a preference or priority of dividend or interest and other advantages as the Bill shall define.

The Bill will extend the times fixed by the several Acts relating to the Company within which it is incumbent on them to sell superfluous lands.

The Bill will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Railways Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Acts Amendment Act, 1860," and may modify the same, and will alter and enlarge the powers and provisions of the several Acts following relating to the Company and their undertaking, viz.:—(local and personal Acts), 1 and 2 Wm. IV, cap. 60; 2 Wm. IV, cap. 69; 5 Wm. IV, cap. 30; 6 and 7 Wm. IV, cap. 111; 7 Wm. IV, cap. 24; 1 Vict., cap. 25; 2 and 3 Vict., cap. 55; 4 Vict., cap. 25; 7 Vict., caps. 16 and 34; 7 and 8 Vict., caps. 60 and 82; 8 and 9 Vict., caps. 35, 39, 44, 54, 101, 103, 109, 166, 171, and 172; 9 and 10 Vict., caps. 185, 212, 231, 265, 266, 271, 276, 277, 282, 302, 306, 310, 312, 354, 378, 391 and 390; 10 and 11 Vict., caps. 103, 105, 163, 164, 166, 221, 240, 288, and 289; 11 and 12 Vict., caps. 71 and 115; 12 and 13 Vict., caps. 50, 71, and 74; 13 and 14 Vict., caps.

83, 95, and 99; 14 and 15 Vict., caps. 46, 56, and 89; 15 Vict. cap. 96; 15 and 16 Vict. cap. 132; 16 and 17 Vict. caps. 163, and 211; 17 Vict. caps. 58 and 59; 17 and 18 Vict., cap. 117; 21 and 22 Vict., caps. 106 and 143; and the 22nd and 23rd Vict., caps. 110 and 129.

The Bill will also alter and enlarge the powers and provisions of the several Acts following relating to the London and North Western Railway Company, viz. (local and personal Acts):— 8 and 9 Vict., caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vict., cap. 67; 9 and 10 Vict., caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vict., caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vict., caps. 58, 60, and 130; 12 and 13 Vict., cap. 74; 13 and 14 Vict., cap. 36; 14 Vict., cap. 28; 14 and 15 Vict., cap. 94; 15 Vict., cap. 98 and 105; 16 and 17 Vict., caps. 97, 110, 157, 163, 161, 205, 216, and 222; 17 and 18 Vict., caps. 201 and 204; 18 and 19 Vict., caps. 172 and 190; 19 and 20 Vict., caps. 52, 69, and 123; 20 and 21 Vict., caps. 64, 98, and 108; 21 and 22 Vict., cap. 131; 22 and 23 Vict., caps. 2, 88, 113, and 126; and the 23rd and 24th Vict., caps. 76 and 79.

Duplicate plans and sections describing the line and levels of the intended railway, and the lands and other property which may be required for the same, a book of reference to the plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of those lands and property, a published map showing the general line and direction of the said railway, and a copy of this notice will, on or before the thirtieth day of November instant, be deposited for public inspection at the office of the Clerk of the Peace for the county of Lancaster, at Preston, and a copy of the said plans, sections, and book of reference will, together with a copy of this notice, be deposited for public inspection, on or before the same thirtieth day of November, with the parish clerk of the parish of Manchester, at his residence.

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

Dated this twelfth day of November, one thousand eight hundred and sixty.

*Lewis, Darbshire, and Ountliffe,
T. A. and J. Grundy and Co.*

Solicitors.

Lancashire and Yorkshire Railway Company.

(Railway from Wigan to Clifton, with branches; Railway Aintree to Bootle, near Liverpool; Bridge over Ordsall-lane, in Salford; Lands in Pendleton and Salford; increase of Capital; Amendment of Acts.)

THE Lancashire and Yorkshire Railway Company, hereinafter called "The Company" intend to apply to Parliament in the next session thereof for leave to bring in a Bill for the following, or some of the following, among other purposes:

To enable them to make and maintain in Lancashire the following new lines of railway, with all necessary works, stations, sidings, approaches, and conveniences connected therewith respectively:—

1. A railway commencing by a junction or junctions with the Lancashire and Yorkshire Railway, near the point at which that railway crosses

the Ince, Hindley, and Westhoughton Turnpike Road, on Amberswood-common, in the township of Ince-in-Mackerfield, in the parish of Wigan, passing through or into Ince-in-Mackerfield, Hindley, Wigan, Westhoughton, Little Hulton, Kearsley, Dean Atherton, West Leigh, Tyldesley-cum-Shakerley, Leigh, Worsley, Clifton, and Eccles, or some of them, and terminating in the said township of Clifton and parish of Eccles, by a junction or junctions with the Lancashire and Yorkshire Railway, at or near to Pepperhill, and on the northerly side of the Botany Bay Colliery.

2. Five short branch railways, from and out of the said intended main line of railway, one of them (the Hindley Branch) to be wholly situate in the parish of Wigan, and to commence at or near the point where the said intended main line will commence in the said township of Ince-in-Mackerfield, to pass through or into that township and the said township of Hindley, and terminating in the said last-mentioned township in a field belonging to the trustees of the late Duke of Bridgewater, and occupied by William Pimblett.

Another of the branch railways (the Westhoughton Branch) to commence in the said township of Hindley in the said parish of Wigan, near where the intended main line will cross Marsh Brook, near Boggart House, and to pass through or into that township, and the said township of Westhoughton, in the said parish of Dean, will terminate in the last-named township, in a field belonging to the trustees of Hindley Presbyterian Chapel, and occupied by Thomas France, and adjoining the Marsh Brook.

Another branch (the Houlton Branch), to commence in the said township of Tyldesley-cum-Shakerley, in the said parish of Leigh, near to and a little to the south of certain cottages called Messing Trees, to pass through or into the townships of Tyldesley-cum-Shakerley and Atherton, in the parish of Leigh and the townships of Middle Hulton, and Over Hulton, in the said parish of Dean, and to terminate in the said township of Over Hulton, near and to the south of New Brook House, together with a short spur from this branch railway commencing therein near a house called Padiham, in the said township of Tyldesley-cum-Shakerley, and terminating in a field belonging to the trustees of the late Duke of Bridgewater, and in the occupation of Ellen Hall, in the said township of Middle Hulton, and being wholly situate in the said townships of Tyldesley-cum-Shakerley and Middle Hulton.

The fourth branch (the Kearsley Branch) to commence near and to the north of Moss Side Cottage, in the said township of Worsley and parish of Eccles, to pass through or into that township and parish, and the said townships of Kearsley and Little Hulton, in the said parish of Dean, and to terminate in the said last-named township near to and to the north of the reservoir on Linnyshaw Moss.

And the fifth branch (Linnyshaw Colliery Branch) to commence at or near the same point as the branch railway lastly hereinbefore described, in the township of Worsley and parish of Eccles, to pass through or into that township and the township of Little Hulton, in the parish of Dean, and to terminate at or near the Linnyshaw Colliery, belonging to the trustees of the late Duke of Bridgewater, in the said township of Worsley.

3. A railway to commence by a junction or junctions with the Lancashire and Yorkshire Railway, in the township of Aintree, in the parish of Sefton, near to Sherwood-lane, to pass through or into the townships of Aintree, Sefton, Orrell, and

Ford, and Litherland, in the parish of Sefton, and the townships of Fazakerley, Walton-on-the-Hill, and Bootle-cum-Linacre, in the parish of Walton-on-the-Hill, and to terminate in the said last-mentioned township and parish, near to Richmond Lodge, at the west end of the Strand Promenade, Bootle.

4. Two short lines of railway, to connect the said last-mentioned intended railway with other parts of the Lancashire and Yorkshire Railway, the first line to be wholly situate in the said parish of Sefton, and to commence near and to the south-east of Park Gate House, in the township of Sefton, and passing through or into that township and the township of Orrell and Ford, and the township of Netherton, and to terminate in the last-named township at the south end of the Aintree Station; and the other line to commence in the township of Litherland, in the said parish of Sefton, a little to the south of Seaforth Parsonage, passing through or into that township and the township of Bootle-cum-Linacre, in the said parish of Walton-on-the-Hill, and to terminate in the said township of Litherland, by a junction with the Lancashire and Yorkshire Railway, near and to the south of the Seaforth Station.

The Bill will enable the Company for the purpose of effecting convenient communications between their stations, lines of railway, lands, and works on each side of Ordsal-lane, in the township of Salford and parish of Manchester, in the said county of Lancaster, to construct a bridge across the said street or road, called Ordsal-lane, near to the Company's grain warehouse, and which bridge will be wholly situate in the said township of Salford and parish of Manchester.

For the purposes aforesaid the Bill will authorize the Company to cross, stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads, streets, railways, tramways, bridges, aqueducts, canals, streams, rivers, sewers, gas and water pipes as may be necessary or expedient, and will also enable the Company to purchase, by compulsion and agreement, lands, houses, and other property, and will vary or extinguish any rights or privileges which might interfere with any of the objects of the Bill.

The Bill will enable the Company to purchase, and, if need be, by compulsion, certain lands in the township of Pendleton, in the said parish of Eccles, and in the township of Salford, in the parish of Manchester, some of which lands now form the site of the Manchester, Bolton, and Bury Canal Navigation, and others are immediately contiguous to that navigation and the Lancashire and Yorkshire Railway, or one of them.

The Bill will enable the Company to levy tolls, rates, and charges for and in respect of, the use of the intended railways and works.

The Bill will extend the periods within which the Company are required by any of their previous Acts to sell superfluous lands.

The Bill will authorize the Company to apply their existing funds to any of the purposes of the Bill, and will authorize them to raise additional capital by shares or stock, and by loan, for those purposes and for other purposes of the Company, and to attach to such additional capital a preference or priority of dividend or interest, and other advantages, as the Bill shall define.

The Bill will incorporate the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Railways Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Acts Amendment Act, 1860." And it will

alter and enlarge the powers and provisions of the several Acts following relating to the Company and their undertaking, viz. (local and personal Acts), 1 and 2 Will. IV, cap. 60; 2 Will. IV, cap. 69; 5 Will. IV, cap. 30; 6 and 7 Will. IV, cap. 111; 7 Will. IV, cap. 24; 1 Vic., cap. 25; 2 and 3 Vic., cap. 55; 4 Vic., cap. 25; 7 Vic., caps. 16 and 34; 7 and 8 Vic., caps. 60 and 82; 8 and 9 Vic., caps. 35, 39, 44, 54, 101, 103, 109, 166, 171, and 172; 9 and 10 Vic., caps. 185, 212, 231, 265, 266, 271, 276, 277, 282, 302, 306, 310, 312, 354, 378, 381, and 390; 10 and 11 Vic., caps. 103, 105, 163, 164, 166, 221, 240, 288, and 289; 11 and 12 Vic., caps. 71 and 115; 12 and 13 Vic., caps. 50, 71, and 74; 13 and 14 Vic., caps. 83, 95, and 99; 14 and 15 Vic., caps. 46, 56, and 89; 15 Vic., cap. 96; 15 and 16 Vic., cap. 132; 16 and 17 Vic., caps. 163 and 211; 17 Vic., caps. 58 and 59; 17 and 18 Vic., cap. 117; 21 and 22 Vic., caps. 106 and 143; and 22 and 23 Vic., caps. 110 and 129.

Duplicate plans and sections describing the lines and levels of the said intended railways and bridge, and the lands, houses, and other property which may be required for the same; duplicate plans showing the lands to be acquired as aforesaid in the said township of Pendleton and parish of Eccles, and the said township of Salford and parish of Manchester; books of reference to the respective plans, containing the names of the owners and lessees, or the reputed owners and lessees, and of the occupiers of the lands, houses, and other property; a published map, showing the general line and direction of the intended railways; and a copy of this notice, will, on or before the thirtieth day of November instant, be deposited for public inspection at the office of the Clerk of the Peace for Lancashire, at Preston, and a copy of so much of the said plans, sections, and books of reference as relates to any parish in or through which the said intended railways and bridge will be made, will, together with a copy of this notice, be deposited for public inspection on or before the said thirtieth day of November, with the parish clerk of each such parish, at his residence; and in the case of any extra-parochial place, with the parish clerk of some adjoining parish, at his residence, and on or before the same day a copy of the before-mentioned plans and books of reference relating to the lands intended to be acquired in the said parishes of Eccles and Manchester, will, with a copy of this notice, be deposited with the parish clerk of each of the said parishes, at his residence.

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

Dated this twelfth day of November, 1860.

Lewis, Darbishire, and Cunliffe,
T. A. and J. Grundy and Co.,
Solicitors.

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for Inventions.

NOTICE is hereby given, that—

1485. Joseph Harrison, of Glossop, in the county of Derby, Overlooker of Spinners, has given notice at the office of the Commissioners of his intention to proceed with his application for letters patent for the invention of "certain improvements in machines for spinning cotton and other fibrous substances."

As set forth in his petition, recorded in the said office on the 19th day of June, 1860.

1490. And Anton Verwey, of No. 24, St. Augustine-road, Camden Town, in the county of Middlesex, Merchant, has given the like notice in respect of the invention of "improvements in the proportions of ingredients and mode of manufacture of a chemical compound for softening water."

As set forth in his petition, recorded in the said office on the 20th day of June, 1860.

1644. And Richard Pollit, of Bolton-le-Moors, in the county of Lancaster, Boiler Maker, has given the like notice in respect of the invention of "certain improvements in the construction of steam boilers."

1649. And George Teddes Forbes, of Inverness, a Surgeon in Her Majesty's Bombay Army, has given the like notice in respect of the invention of "improvements in machinery or apparatus for cleaning cotton."

1651. And Richard Archibald Brooman, of 166, Fleet-street, in the city of London, Patent Agent, has given the like notice in respect of the invention of "improvements in railway breaks."—A communication to him from abroad by Jean Jan, called Paulet, of Canet, France.

1652. And Floride Heindryckx, of Brussels, but now residing at Northumberland-street, Strand, in the city of Westminster, Engineer, has given the like notice in respect of the invention of "improvements in the construction of the permanent way of railways."

1654. And William Harper Pritchard, of the parish of Saint Luke, in the county of Middlesex, Japanner, has given the like notice in respect of the invention of "an improved apparatus for amusing and exercising children, and assisting them in learning to walk."

As set forth in their respective petitions, all recorded in the said office on the 9th day of July, 1860.

1656. And Thomas Powditch Jorleson, of No. 25, Eastcheap, in the city of London, Ship Broker, has given the like notice in respect of the invention of "improvements in life boats."

1657. And Marc Antoine François Mennons, of the British and Foreign Patent Offices, 39, Rue de l'Échiquier, Paris, in the Empire of France, has given the like notice in respect of the invention of "an improved steam boiler."—A communication from Adolph Keiffer, a person resident at Copenhagen, in the Kingdom of Denmark.

As set forth in their respective petitions, both recorded in the said office on the 10th day of July, 1860.

1665. And Eugene Franquinet, of Augrée, in the Kingdom of Belgium, and of No. 4, South-street, Finsbury, London, Manufacturer, has given the like notice in respect of the invention of "improvements in the machinery or apparatus for rolling iron."

As set forth in his petition, recorded in the said office on the 11th day of July, 1860.

1680. And Thomas Brearley, of Dock-street, Whitechapel, Engineer, has given the like notice in respect of the invention of "improvements in machinery for producing and revivifying animal charcoal."

1683. And Frederick Ayckbourn, of Mitcham Common, in the county of Surrey, Gentleman, has given the like notice in respect of the invention of "improvements in tubular beds and bolsters."

1685. And Francis Mordan, of Goswell-road, in the county of Middlesex, Manufacturer, has

given the like notice in respect of the invention of "improvements in bottles, jars, or vessels, for holding blacking, and in certain appurtenances thereof, part of the invention being applicable to stoppers for bottles used for other purposes."

1686. And John Ferguson, of Glasgow, in the county of Lanark, North Britain, Veneer Cutter, has given the like notice in respect of the invention of "improvements in machinery or apparatus for sawing or cutting wood into veneers and planks."—A communication to him from abroad by J. F. C. Wieland, of the city of Hamburg, Machinist.

As set forth in their respective petitions, all recorded in the said office on the 12th day of July, 1860.

1689. And Marie Virginie Boquet, of No. 60, Boulevard de Strasbourg, Paris, France, has given the like notice in respect of the invention of "canisters or vessels fitted with moveable and hermetically stopping covers, for containing preserved alimentary or other substances."

1694. And Andrew Strathern, Andrew Strathern the younger, and Allan Strathern, all of Glasgow, in the county of Lanark, North Britain, Brass Founders, have given the like notice in respect of the invention of "improvements in stop cocks or valves for regulating the flow of fluids."

1697. And Michael Henry, of 84, Fleet-street, in the city of London, Patent Agent, has given the like notice in respect of the invention of "improvements in looms, and in the Jacquard apparatus of looms."—A communication to him from abroad, by Messrs. François Durand and Henry Auguste Pradel, of Paris, France.

As set forth in their respective petitions, all recorded in the said office on the 13th day of July, 1860.

1703. And Joseph and Samuel Lingford, both of Bishop Auckland, in the county of Durham, have given the like notice in respect of the invention of "an improved machine for washing, drying, and dressing currants."

As set forth in their petition, recorded in the said office on the 14th day of July, 1860.

1712. And Frederick Ludewig Hahn Danchell, of Great Queen-street, Westminster, Civil Engineer, has given the like notice in respect of the invention of "certain improvements in filters."

As set forth in his petition, recorded in the said office on the 16th day of July, 1860.

1723. And Henry Gloag, of Edinburgh, in the county of Midlothian, Scotland, Captain in the Madras Artillery, has given the like notice in respect of the invention of "improvements in breech-loading fire-arms and cannons."

1725. And James Henson, of Watford, in the county of Herts, and William Frederick Henson, of 15, New Cavendish-street, Portland-place, and 13, Parliament-street, Westminster, Civil Engineers, have given the like notice in respect of the invention of "manufacturing canvas and other fabrics for tarpaulings, sacks, rick-cloths, ship sails, and for other purposes, and also for uniting the edges of the same."

1727. And Leopold Unger, of Bonn, in the Kingdom of Prussia, at present temporarily resident at the Office for Patents, 123, Chancery-lane, London, has given the like notice in respect of the invention of "improvements in the construction and arrangement of box-irons, used by laundresses and others, for pressing and smoothing clothes and fabrics."

1728. And Francis Charles Seyde, of 55, Warren-street, Fitzroy-square, in the county of Middlesex, Cook, has given the like notice in respect of the invention of "improved mechanism for pulping, triturating, and comminuting for culinary and other purposes."
1730. And Adam Carlisle Bamlett, of Myddleton, Tyas, near Richmond, in the county of York, Farmer, has given the like notice in respect of the invention of "improvements in reaping and mowing machines."
1732. And Abraham Eckell, of 8, Grosvenor-street, Grosvenor-square, has given the like notice in respect of the invention of "improvements in beds or bases for artificial teeth."
- As set forth in their respective petitions, all recorded in the said office on the 17th day of July, 1860.
1742. And Richard Archibald Brooman, of 166, Fleet-street, in the city of London, Patent Agent, has given the like notice, in respect of the invention of "the treatment of gluten in order to manufacture a substance to be employed in printing fabrics, and other industrial uses in substitution for albumen."—A communication to him from abroad by Liès Bodard, of Strasbourg, France.
1744. And John Henry Johnson, of 47, Lincoln's Inn-fields, in the county of Middlesex, and of 166, Buchanan-street, in the city of Glasgow, North Britain, Gentleman, has given the like notice in respect of the invention of "a new coloring matter, and the means of obtaining the same."—A communication to him from abroad by Louis Henry Obert, of 24, Rue Meslay, Paris, in the empire of France.
- As set forth in their respective petitions, both recorded in the said office on the 18th day of July, 1860.
1748. And John Henry Johnson, of 47, Lincoln's Inn-fields, in the county of Middlesex, and of 166, Buchanan-street, in the city of Glasgow, North Britain, Gentleman, has given the like notice in respect of the invention of "improvements in the manufacture or production of white lead, and in the machinery or apparatus employed therein."—A communication to him from abroad, by Georges Hyacinthe Ozouf, of 24, Rue Meslay, Paris, in the Empire of France.
1750. And Alonzo Buonaparte Woodcock, of Manchester, India Rubber Manufacturer, has given the like notice in respect of the invention of "improvements in the manufacture of moulded articles of vulcanised india rubber."
1751. And William Barrett, of Norton, near Stokton-on-Tees, has given the like notice in respect of the invention of "improvements in machinery to be used when casting metals."
- As set forth in their respective petitions, all recorded in the said office on the 19th day of July, 1860.
1757. And Charles Wenzel Hähnell, of the city of Manchester, Merchant, has given the like notice in respect of the invention of "improvements in the construction of parts of umbrellas and parasols."—A communication to him from abroad by Louis Prang, of Boston, in the United States of America.
- As set forth in his petition, recorded in the said office on the 20th day of July, 1860.
1776. And Henry Green, of Bolton-le-Moors, in the county of Lancaster, Gas Engineer, has given the like notice in respect of the invention of "improvements in charging and drawing the charge from gas retorts, and in the machinery employed in performing such operations."
- As set forth in his petition, recorded in the said office on the 23rd day of July, 1860.
1783. And William Clark, of 53, Chancery-lane, in the county of Middlesex, Engineer and Patent Agent, has given the like notice in respect of the invention of "improvements in apparatus for setting and sharpening scythes and other like instruments."—A communication to him from abroad by Mr. Pierre Charles Ratel, of Paris, in the Empire of France, Agricultural Machinist.
- As set forth in his petition, recorded in the said office on the 24th day of July, 1860.
1797. And Montague Richard Leverson, of No. 12, Saint Helen's-place, in the city of London, Solicitor and Patent Agent, has given the like notice in respect of the invention of "improvements in applying springs to locomotive engines and to railway and other carriages."—A communication to him from abroad by William Hogg Brown, of Erie, Pennsylvania, in the United States of America, Engineer.
1800. And Marc Antoine François Mennous, of the British and Foreign Patent Offices, 39, Rue de l'Echiquier, Paris, in the Empire of France, has given the like notice in respect of the invention of "improvements in etching on zinc."—A communication from Edouard Eugène Raynal and Emile Bellot, both resident at Paris.
1810. And Thaddeus Fowler and DeGrasse Fowler, of Northford, in the State of Connecticut, United States of America, have given the like notice in respect of the invention of "improvements in machinery for manufacturing pins."
- As set forth in their respective petitions, all recorded in the said office on the 25th day of November, 1860.
1836. And Lawson Lansdell, of Ipswich, in the county of Suffolk, Engine Smith, has given the like notice in respect of the invention of "improvements in the manufacture of harrows."
1838. And George Henry Birkbeck, of the firm of Tongue and Birkbeck, of 34, Southampton-buildings, Chancery-lane, in the county of Middlesex, Patent Agents and Engineers, has given the like notice in respect of the invention of "improvements in looms for weaving velvet or other cut pile fabrics."—A communication to him from abroad by Elie Dominique Baril, Manufacturer, of Paris, in the Empire of France.
- As set forth in their respective petitions, both recorded in the said office on the 28th day of July, 1860.
1867. And Ebenezer Partridge, of Stourbridge, in the county of Worcester, Engineer and Iron Founder, has given the like notice in respect of the invention of "improvements in axles and axle boxes."
- As set forth in his petition, recorded in the said office on the 2nd day of August, 1860.
1949. And Henry Cotterell, of Balsall Heath, King's Norton, in the county of Worcester, Manager of Works, has given the like notice in respect of the invention of "improvements in the manufacture of umbrellas and parasols."
- As set forth in his petition, recorded in the said office on the 11th day of August, 1860.

2041. And Andrew Barclay, of Kilmarnock, in the county of Ayr, North Britain, Engineer, has given the like notice in respect of the invention of "improvements in pumping engines." As set forth in his petition, recorded in the said office on the 24th day of August, 1860.

2071. And Peter Effertz, of the city of Manchester, in the county of Lancaster, Engineer, has given the like notice in respect of the invention of "improvements in machinery or apparatus for making bricks, tiles, and similar articles, and in apparatus for transporting the same, which improvements are also applicable for the utilizing of turf, peat, coal dust, or similar substances."

As set forth in his petition, recorded in the said office on the 28th day of August, 1860.

2366. And John Clark, Joiner, William Pollock, Merchant, and James Whyte, Mechanic, all of Paisley, in the county of Renfrew, North Britain, have given the like notice in respect of the invention of "improved apparatus for spinning or twisting."

As set forth in their petition, recorded in the said office on the 1st day of October, 1860.

2429. And David Cope, of Liverpool, in the county of Lancaster, Oil Merchant, has given the like notice in respect of the invention of "improvements in drums, kegs, casks, and like packages, and in machinery or apparatus employed in the manufacture of the same."

As set forth in his petition, recorded in the said office on the 8th day of October, 1860.

2525. And William Henderson, Chemist, of Alderley Edge, in the county of Chester, and Jonathan Down, Mine Agent, of Alderley, in the county of Chester, have given the like notice in respect of the invention of "improvements in obtaining copper, silver, tin, and several other metals, from their ores, or any other natural or artificial compound, containing one or more of these metals."

As set forth in their petition recorded in the said office on the 17th day of October, 1860.

2574. And Joseph Wadsworth, of Marper, in the county of Chester, Mechanic, and James Wadsworth, of Salford, in the county of Lancaster, Machinist, have given the like notice in respect of the invention of "improvements in gas-burners, and improved modes of manufacturing the same."

As set forth in their petition, recorded in the said office on the 22nd day of October, 1860.

2634. And William Edward Newton, of the Office for Patents, 66 Chancery-lane, in the county of Middlesex, Civil Engineer, has given the like notice in respect of the invention of "improved apparatus for milking cows."—A communication to him from abroad by L. O. Colvin, of Cincinnati, in the county of Cortlandt, State of New York, and United States of America.

As set forth in his petition, recorded in the said office on the 27th day of October, 1860.

2643. And Thomas Greenwood and Jacob Dockray, both of Leeds, in the county of York, Machine Makers, have given the like notice in respect of the invention of "improvements in machinery for carding, opening, and straightening tow and other fibrous substances."

As set forth in his petition, recorded in the said office on the 29th day of October, 1860.

2653. And David Selkirk Miller, sometime Power Loom Weaver, presently residing at 51, Marlborough-street, Calton, Glasgow, in the county of Lanark, has given the like notice in respect of the invention of "improvements in weaving and in the apparatus used for that purpose."

As set forth in his petition, recorded in the said office on the 30th day of October, 1860.

2676. And Charles Harratt, of Hornsey-lane, Highgate, in the county of Middlesex, has given the like notice in respect of the invention of "improvements in machinery used in giving motion to a shaft or axis used in propelling vessels, ploughs, and machinery."

As set forth in his petition recorded in the said office on the 1st day of November, 1860.

2759. And Charles Stevens, of the British and Foreign Office for Patents, 13, Welbeck-street, Cavendish-square, in the county of Middlesex, has given the like notice in respect of the invention of "an improved machine for raising water."—A communication to him from abroad by Jean Baptiste Guignes, of Marseille, in the Empire of France.

As set forth in his petition, recorded in the said office on the 9th day of November, 1860.

2771. And Hiram Edwin West, of Attleborough, in the State of Massachusetts, of the United States of America, has given the like notice in respect of the invention of "a machine for pressing and shaping straw hats or various other articles of like character."

As set forth in his petition, recorded in the said office on the 12th day of November, 1860.

And notice is hereby further given, that all persons having an interest in opposing any one of such applications, are at liberty to leave particulars in writing of their objections to such application, at the said Office of the Commissioners within twenty-one days after the date of the Gazette in which this notice is issued.

The Master of the Rolls at Chambers.

n the Matter of the Joint Stock Companies Winding-up Acts, 1848 and 1849; and the Joint Stock Companies Winding-up Amendment Act, 1857; and of the Herald Life Assurance Society.

BY direction of the Master of the Rolls, the Judge to whose Court this matter is attached; notice is hereby given, that the said Judge will proceed on Friday, the 23rd day of November, 1860, at two o'clock in the afternoon, at his chambers, Rolls-yard, Chancery-lane, London, to settle the list of contributories of this Company, and that after such list shall have been settled no party affected thereby will be allowed to dispute the same, without leave of the High Court of Chancery first obtained.—Dated this 12th day of November, 1860.

The Master of the Rolls at Chambers.

In the Matter of the Joint Stock Companies Winding-up Acts, 1848 and 1849, and of the Mitre General Life Assurance Annuity and Family Endowment Association.

THE Master of the Rolls, the Judge of the High Court of Chancery to whose Court the winding-up of this Company is attached, has this day appointed Robert Palmer Harding, of No. 5, Seile-street, Lincoln's-inn, in the county of Middlesex, Esquire, Interim Manager of this Company.—Dated this 9th day of November, 1860.

India Office, November 16, 1860.

THE Secretary of State for India in Council hereby gives notice, that he has received a Madras Gazette, containing a notice that the undermentioned Insolvents have filed their Petition in the Court for the Relief of Insolvent Debtors there, under the provisions of the Act 11th Vic., cap. 21:

Petition filed praying for Relief.

In the Court for the Relief of Insolvent Debtors, at Madras.

Notice is hereby given, that a joint Petition to the Court for the Relief of Insolvent Debtors was filed on the 21st September instant, by

Iyaloo Naick and Vencatasawmy Naick, Brothers, Hindoo Inhabitants of Madras, residing at No. 10, in Cullucara-street, at St. Thomé, within the local limits of Madras, Partners, carrying on business as Dealers in Gouff Goods, praying for the benefit of the Act 11 Victoria, cap. 21, intituled "An Act to consolidate and amend the laws relating to Insolvent Debtors in India," and that on the same day an order was made by the said Court, vesting the estate and effects of the said Iyaloo Naick and Vencatasawmy Naick, in Benjamin Brooks, Esq., the Official Assignee of the said Court. Date of Gazette containing notice, September 25, 1860.

A. Macdonald Ritchie, Chief Clerk.
Madras, Chief Clerk's Office,
21st September, 1860.

J. Cosmo Melvill.

CONTRACTS FOR SALT.

Department of the Comptroller for Victualling and Transport Services, Somerset-House, November 10, 1860.

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 29th instant, at half past one o'clock, they will be ready to treat with such persons as may be willing to contract for supplying and delivering into Her Majesty's Victualling Stores, at Deptford,

Salt (White), 335 tons; to be delivered in the month of June, 1861, or earlier if preferred by the party tendering.

Salt (St. Ube's Bay), 235 tons; to be delivered in the month of June, 1861, or earlier if preferred by the party tendering.

Tenders may be made for the whole or any portion of the salt.

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.

Samples (not less than 3 lbs. of each description of salt) must be produced by the parties tendering.

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 Salt," and must also be delivered at Somerset-House.

CONTRACT FOR LEATHER LEGGINGS.

Department of the Comptroller for Victualling and Transport Services, Somerset-Place, November 15, 1860.

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 29th instant, at half past one o'clock, they will be ready to treat with such persons as may be willing to contract for supplying and delivering into Her Majesty's Victualling Stores at Deptford,

3,000 pairs of LEATHER LEGGINGS

for the use of the

ROYAL MARINES,

to be delivered within six weeks from the date of contract, or earlier if preferred by the party tendering.

A pattern of the leggings may be seen at the Marine Office, New-street, Spring-gardens, between the hours of eleven and two o'clock.

No tender will be received unless made on the printed form provided for the purpose, and which may be obtained on application to this department.

Particular attention is called to the recent modifications of the conditions of the contracts, which may be seen in the said Department.

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 Leggings," and must also be delivered at Somerset-House.

CONTRACT FOR COALS FOR CORFU.

Department of the Storekeeper-General of the Navy, Somerset-Place, November 19, 1860.

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 27th instant, at two o'clock, they will be ready to treat with such persons as may be willing to contract for supplying and delivering at Corfu,

2,000 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 authorised 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 for

Corfu," and must also be delivered at Somerset-place, accompanied by a letter, signed by two responsible persons, engaging to become bound with the person tendering in the sum of £1,500 for the due performance of the contract.

CONTRACTS FOR FRESH OX BEEF.

Department of the Comptroller for Victualling, Somerset-House, November 16, 1860.

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 6th December next, at half-past one o'clock, they will be ready to treat with such persons as may be willing to contract for supplying (under separate contracts) all such quantities of

FRESH 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, 1861, both days included; viz. :—

ENGLAND, &c.

Chatham to Gillingham, inclusive
Cowes
Dartmouth
Deal, and in the Downs
Dover
Falmouth
Gravesend
Greenhithe
Hastings
Harwich
Holyhead
Hull
Jersey and Guernsey
Littlehampton
Liverpool
London-bridge to Woolwich (inclusive)
Lymington
North Shields
Penzance
Plymouth (Oxen)
Portland and Portland Roads
Portsmouth (Oxen)
Ramsgate
Sheerness, from below Gillingham to the Great Nore (inclusive)
Southampton
Torbay
Weymouth
Yarmouth.

SCOTLAND.

Granton
Greenock
Leith
Queensferry
Stornoway
Portree

IRELAND.

Belfast and Carrickfergus
Kingstown and Dublin
Mill Cove (Berhaven)
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.

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 Belfast, Cowes, Dartmouth, Falmouth, Grimsby, Harwich, Hull, Jersey and Guernsey, Yarmouth, Penzance, Ramsgate, Weymouth, Greenock, Stornoway, Shields, and to the Postmaster at Torquay (for Torbay) and each of the other places.

Forms of tender may also be obtained, on application to the proper officer at either of the above 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 VEGETABLES.

Department of the Comptroller for Victualling, Somerset-House, November 16, 1860.

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 6th December next, at half past one o'clock, they will be ready to treat with such persons as may be willing to contract for supplying 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 April, 1861, to the 31st of March, 1863, both days included, viz. :—

ENGLAND.

Dover
Gravesend
Greenhithe
Hastings
Jersey and Guernsey
Littlehampton
Lymington
North Shields
Torbay

IRELAND.

Belfast and Carrickfergus

SCOTLAND.

Portree
Stornoway

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.

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 Officers conducting the Packet Service at Dover, to the Collector of Her Majesty's Customs at Jersey and Guernsey, Belfast, Stornoway and Shields, and to the Postmaster at Torquay (for Torbay), and at each of the other places.

Forms of tender may also be obtained on application to the proper officer at either of the above 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 £100 for the due performance of the contract at each place.

Birmingham Canal Navigations.

NOTICE is hereby given, that a special assembly of the Company of Proprietors of the Birmingham Canal Navigations will be held at the Company's Offices in Paradise-street in Birmingham, in the county of Warwick, on Friday the 30th day of November, 1860, at 11 o'clock in the forenoon, and that a proposal will be made thereat, that an application shall be made to Parliament in the ensuing session for an Act to confer further powers upon the Company, and to enable the Company to raise a further sum of money for the purpose of completing the tunnel and other works authorized to be made by the Birmingham Canal Navigations Act 1855, for the purchase of lands and minerals required in and for the formation and maintenance of the said tunnel and other works, and for other purposes.

The Chair will be taken at 12 o'clock precisely.

Dated this 13th day of November, 1860.

Robert Thomas, Clerk to the Company.

National Savings Bank Association,
Limited, 50, King William-street,
City, London, 16th November,
1860.

NOTICE is hereby given, that an Ordinary Meeting of the Shareholders in this Association will be held on Wednesday, the 28th instant, at the New Temperance Hall, Upper Temple-street, Birmingham, at six o'clock, p.m., precisely, for the purpose of receiving the Annual Report and balance-sheet for the year ending the 30th June last, to elect two directors in lieu of two retiring in rotation, and who are eligible for re-election, and also for the purpose of electing two auditors for the year ensuing.

George William Brady, Clerk to the Board.

9, Old Jewry-chambers.

NOTICE is hereby given that at an Extraordinary General Meeting of the Shareholders of the Eagle Advance, Deposit, and Investment Company (Limited), held at the offices of the said Company, No. 9, Old Jewry-chambers, Old Jewry, in the city of London, on Saturday,

the 1st day of September, 1860, it was resolved as follows:

"That the Eagle Advance, Deposit, and Investment Company (Limited), be wound up voluntarily, and that George Harvey Jay, of the firm of Messrs. Quilter, Ball, Jay, and Co., be and he is hereby appointed liquidator for the purpose of winding up the affairs of the said Company, and distributing the property thereof."

And that such resolution was confirmed at an Extraordinary General Meeting of the Shareholders of the said Company held at the above-named offices of the said Company, on Wednesday, the 7th day of November, 1860.

Leakey and Everingham, Solicitors to the Liquidator.

[Extract from the Edinburgh Gazette of
November 13, 1860.]

The Australian Company of Edinburgh.

Leith, November 7, 1860.

To William Muir, Esq., Manager of
The Australian Coy. of Edinburgh.

SIR,

WE, Three Members of the Committee of Management of said Company, hereby require you to call a General Meeting of the Company, for the purpose of considering a proposal for the dissolution of the Company, in terms of the thirty-eighth article of the contract of copartnership.

—We are, Sir, your most obdt. Servts.,

James Duncan.

Geo. W. Reoch.

Alex. Campbell.

Agreeably to the terms of the foregoing requisition, I hereby call a General Meeting of the Australian Company of Edinburgh to be held in my office here, on Tuesday the 18th day of December, 1860 years, at one o'clock p.m., for the purpose specified in the said requisition.

William Muir.

D. LAING, Witness.

WILLIAM FERGUSON, Witness.

Wet Docks, Leith, November 7, 1860.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, George Armitage, Joseph Taylor Armitage, John Armitage, Edward Armitage, Henry Armitage, and James Clegg Taylor, trading as Wool Merchants and General Merchants, at Sydney, in the colony of New South Wales, and elsewhere in Australia, under the firm of J. T. Armitage and Company, is this day dissolved so far as regards the said James Clegg Taylor, the term of partnership having expired.—Dated this 1st day of September, 1860.

Geo. Armitage.

Edward Armitage.

J. T. Armitage.

Henry Armitage.

John Armitage.

James Clegg Taylor.

NOTICE is hereby given, that the Partnership subsisting between us the undersigned, Mary Stanier, of Madeley Manor, in the county of Stafford, Widow, and Robert Heath, of Newcastle-under-Lyme, in the same county, Coal and Iron Master, carrying on business as Iron Manufacturers, at Silverdale and Knutton, in the county of Stafford, under the firm of Stanier and Heath, has been this day dissolved by mutual consent.—As witness our hands this 31st day of October, 1860.

Mary Stanier.

Robert Heath.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Thomas Coombs Williams and Edward Jones Biven, carrying on business as Ironmongers and Manufacturers, at No. 3, London-street, Reading, in the county of Berks, under the name or firm of Williams and Biven, has been dissolved by mutual consent, and that the business will in future be carried on by the said Thomas Coombs Williams alone, by whom all debts now due to and from the business will be received and paid.—As witness our hands this 17th day of November, 1860.

Thomas Coombs Williams.
Edward Jones Biven.

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, George Crompton and William Barton Micklethwaite, as Brass Founders and Finishers, at Ashton-under-Lyne, in the county of Lancaster, under the style or firm of Crompton and Micklethwaite, was dissolved on the 12th day of November instant. All debts due to and owing from the said concern will be received and paid by the said George Crompton.—Dated this 16th day of November, 1860.

*George Crompton.
William Barton Micklethwaite.*

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, Stephen Fletcher Matravers and Henry Baily, carrying on business as Drapers, in the city of Gloucester, under the style or firm of Matravers and Baily, was this day dissolved by mutual consent.—As witness our hands this 13th day of November, 1860.

*Stephen Fletcher Matravers.
Henry Baily.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, George Holmes, James Holmes, and Charles Holmes, carrying on business as General-shop Keepers, at Highbridge and Stogursey, in the county of Somerset, under the style or firm of Holmes Brothers, was this day dissolved by mutual consent. All debts due to or by the said late firm, in respect of the said business at Highbridge, will be received and paid by the undersigned, George Holmes and James Holmes, in whose names the said business at Highbridge will hereafter be carried on; and all debts due to or by the said late firm, in respect of the said business at Stogursey, will be received and paid by the undersigned, Charles Holmes, in whose name alone the said business at Stogursey will hereafter be carried on.—Dated this 15th day of November, 1860.

*George Holmes.
James Holmes.
Charles Holmes.*

NOTICE is hereby given, that the Partnership hitherto subsisting between us, in the business of Grocers, Drapers, Haberdashers, and Ironmongers, carried on at Melmerythan, in the parish of Neath, in the county of Glamorgan, under the name of Edward Williams, has this day been dissolved by mutual consent; and that the said business will be henceforward carried on by the undersigned, John Williams, who is authorized to collect and settle all debts due to or from the said late partnership.—Dated this 9th day of November, 1860.

*John Williams.
Edward Williams.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Robert Gregson, and John Wood, carrying on business at Ince, within Mackerfield, near Wigan, in the county of Lancaster, or elsewhere, as Brickmakers, under the firm of Gregson and Wood, has been dissolved by mutual consent, as and from the 11th of October instant. All debts due to or from the said firm will be received and paid by the said Robert Gregson, by whom the business will in future be carried on.—As witness our hands this 13th day of October, 1860.

*Robert Gregson.
John Wood.*

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Michael Knill and William Knill of Pudding-lane, Ship Brokers, trading under the firm of M. Knill and Co., is this day dissolved by mutual consent. All debts due to and owing by the said firm will be received and paid by the said Michael Knill. Dated this 19th November, 1860.

*M. Knill.
Wm. Knill.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Thomas Edmeades and Robert Edmeades, carrying on business at Margate, in the county of Kent, as Brewers, has been dissolved as from the 1st day of November last by mutual consent.—Dated this 16th day of November, 1860.

*Thomas Edmeades.
Robert Edmeades.*

NOTICE is hereby given, that the Partnership existing between us the undersigned, Thomas Fish and Joseph Leach, as Cotton Manufacturers, at Over Darwen, in the county of Lancaster, under the firm of Fish and Leach, was on Saturday the 10th day of November last, dissolved by mutual consent; and that all debts due and owing to or by the late firm will be received and paid by the said Thomas Fish.—As witness our hands this 14th day of November, 1860.

*Thomas Fish.
Joseph Leach.*

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, at No. 8, Davies-street, Berkeley-square, in the county of Middlesex and elsewhere, as Wine Merchants, was dissolved on the 8th day of August last by effluxion of time, and in future the business will be carried on by the undersigned, Alexander Webber, on his separate account, who will pay and receive all debts owing from and to the said partnership in the regular course of trade.—Dated this 1st day of November, 1860.

*Alexander Webber.
John Webber.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Joseph Shaw and John Shaw, trading together at Dodworth, near Barnsley, in the county of York, as Timber Merchants, was this day dissolved by mutual consent.—As witness our hands this 20th day of October, 1860.

*Joseph Shaw.
Jno. Shaw.*

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, John Rawstorne and Adalbert Dittmer, as Finishers of Fustians and other Manufactured Articles, at Manchester, in the county of Lancaster, under the style or firm of John Rawstorne and Co., was on the 8th day of October last, dissolved by mutual consent; and that all debts due and owing to or by the late firm will be received and paid by the said John Rawstorne.—As witness our hands this 6th day of November, 1860.

*John Rawstorne.
Adalbert Dittmer.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, David Peacock the younger, and George Henry Payne, under the style of Peacock and Payne, as Ship and Insurance Brokers, and General Commission Agents, at No. 2, Dunster-court, Mincing-lane, in the city of London, has been this day dissolved by mutual consent.—Dated this 16th day of November, 1860.

*Dd. Peacock, Jr.
G. H. Payne.*

NOTICE is hereby given, that the Copartnership carried on for some time past at Whittle-le-Woods, in the county of Lancaster, by the undersigned John Gabbott and John Gent, both of Whittle-le-Woods aforesaid, in the trade or business of Waste Dealers, was this day dissolved by mutual consent.—Dated this 10th day of November, in the year of our Lord, 1860.

*John Gabbott.
John Gent.*

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Jesse Haddock and Thomas Dawson, carrying on business at Springfield Mill, in Pilkington, as Shuttle and Bobbin Makers, under the style or firm of Haddock and Dawson, is this day dissolved by mutual consent. All debts owing to and by the concern, will be received and paid by the undersigned, Jesse Haddock, who will continue to carry on the business on his own account.—Dated this 16th day of November, 1860.

*Jesse Haddock.
Thos. Dawson.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Nicholas and Joseph Jones, as Grocers and Fruit Merchants, of Globe-yard, South Molton-street, in the parish of St. George's, Hanover-square, in the county of Middlesex, has been dissolved, as from the 1st day of October, 1860.—Dated this 16th day of November, 1860. As witness our hands.

*William Nicholas.
Joseph Jones.*

NOTICE is hereby given, that the Partnership between the undersigned, Abraham Thompson, Samuel Nicholas Cattison Thompson, and John Gower, in the trade or business of a Chimney Sweeper and Soot Dealer, at No. 19, Bakers-buildings, Liverpool-street, in the city of London, at Hare-street, Bethnal-green, in the county of Middlesex, and elsewhere, under the style of A. Thompson and Sons, was this day dissolved by mutual consent; and in future the business aforesaid will be carried on by and on the separate account of the said Abraham Thompson and Samuel Nicholas Cattison Thompson, under the same style; and the said Abraham Thompson and Samuel Nicholas Cattison Thompson, will also pay and receive all debts owing from and to the said partnership in the regular course of trade.—As witness our hands this 17th day of November, 1860.

*A. Thompson.
S. N. C. Thompson.
John Gower.*

TAKE notice, that the Partnership heretofore subsisting between us the undersigned, Alfred Lucas and Robert Bennett, of No. 71, Great Dover-road, Borough, as Corn and Coal Merchants, hath this day been dissolved by mutual consent.—Dated this day of 11th month, 16th, 1860.

*Alfred Lucas.
Robert Bennett.*

AND whereas, it is this 15th day of November, 1860, mutually agreed between Joseph Harris and William Bailey, till now carrying on the business of Printing Ink and Lampblack Making, at Plaistow, Essex, in partnership with each other, that the said partnership be dissolved between them from the above date.

*Joseph Harris.
William Bailey.*

[Extract from the Edinburgh Gazette of November 16, 1860.]

Glasgow, November 14, 1860.

THE Subscriber, John Simpson, by mutual agreement of Parties, ceased to have any interest in the business carried on by him and the other Subscribers, James Mann and David Byars, as Merchants and General Warehousemen in Glasgow, under the firm of Mann, Simpson, and Byars, as on the 13th January last. The business will continue to be carried on as formerly, by the remaining Partners, under the firm of Mann, Byars, and Co.

*James Mann.
John Simpson.
Dav. Byars.*

JOHN MCCLURE, Witness.
JAMES CRAIG, Witness.
JOHN COUPER, Witness.
DUNCAN LAMONT, Witness.

Miss ELIZABETH STRANGE, 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 all creditors and other persons having any claim or demand on or against the estate of Elizabeth Strange, formerly of Southcot-place, and late of Duke-street, both in the city and borough of Bath, Spinster, deceased, who died on the 22nd day of September last, and whose will was proved on the 20th day of October following, in the Principal Registry of Her Majesty's Court of Probate, are hereby required to send particulars of their debts, claims, and demands to us, the Solicitors of the executors of the deceased, on or before the 31st day of December next; and that after that day the assets of the said testatrix will be distributed among the persons entitled thereto under her will.—Dated the 16th day of November, 1860.

HENRY HOWARD PEEK, 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 creditors and other persons having any claim upon the estate of Henry Howard Peek, formerly of Kingsbridge, in the county of Devon, and afterwards residing at No. 21, Wickham-terrace, Lewisham, in the county of Kent, but late of the city of Auckland, in the colony of New Zealand, Gentleman, deceased, (who died at Auckland aforesaid, on or about the 17th day of September, 1859) are, on or before the 1st day of February, 1861, to send to the administrator of the deceased, at the office of his Solicitors, Messieurs Ellis, Parker, and Clarke, No. 2, Cowper's-court, Cornhill, in the city of London, the particulars of such their claims, and that after the said 1st day of February, 1861, the said administrator will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard to the claims of which such administrator shall then have notice, and will not be liable for the assets, or any part thereof, so distributed, to any person of whose claim he shall not then have notice.—Dated this 19th day of November, 1860.

HENRY ELSTON, Deceased.

Pursuant to an Act of Parliament, passed in the 22nd and 23rd years of the reign of Her present Majesty, Queen Victoria, intituled "An Act to further amend the Law of property and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands whatsoever, upon or against the estate of Henry Elston, late of No. 89, Park-street, Grosvenor-square, in the parish of Saint George, Hanover-square, in the county of Middlesex, Gentleman, deceased (who died on the 7th day of July, 1860, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 8th day of Novem-

ber, 1860, by Samuel Coulson, of Rochester-road, Camden-town, in the county of Middlesex, Jeweller, and Ferdinand Mercer Ball, of No. 44, Regent-street, in the parish of Saint James, Westminster, in the said county of Middlesex, Gentleman, the surviving Executors named in the said will), and they are hereby required to send the particulars of their debts, claims, and demands, and also of their securities, if any, to Robert Wood Lucas, of No. 20, Great Marlborough-street, in the parish of Saint James, Westminster, in the county of Middlesex, Gentleman, Solicitor to the said executors, on or before the 15th day of January, 1861, after which date the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard to the claims of which such parties shall then have notice, and such executors will not be liable for the assets so distributed, or any part thereof, to any person or persons of whose claim they shall not then have had notice.—Dated this 17th day of November, 1860.

Miss LOUISA FARR, 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 all creditors and other persons, having any claim or demand, on or against the estate of Louisa Farr, late of No. 3, Southcot-place, in the city of Bath, Spinster, deceased, who died on the 12th day of September, 1857, and whose will was proved on the 27th day of February, 1858, in the Principal Registry of Her Majesty's Court of Probate, are hereby required to send particulars of their debts, claims, and demands, to us, the Solicitors of the executors of the deceased, on or before the 31st day of December next, and that after that day the assets of the said testatrix will be distributed among the persons entitled thereto under her will.—Dated the 16th day of November, 1860.

STONE, CHAMBERLAYNE, and KING, Solicitors, Bath.

In the Matter of SARAH WOODRIF, Deceased, And in the Matter of an Act of Parliament of the 22nd and 23rd Victoria, cap. 35.

NOTICE is hereby given, that all creditors, claimants, and others, claiming any debts, duties, right, title, or interest in, to, or out of the estate of Sarah Woodriff, late of Greenwich, in the county of Kent, Widow, deceased, who died on the 2nd day of January, 1860, are to send in their claims against the estate of the said Sarah Woodriff, on or before the 1st day of January, 1861, to James Alfred Hallett, of No. 14, Great George-street, Westminster, Navy Agent, the Executor of the said Sarah Woodriff, deceased. And notice is hereby further given, that after the said 1st day of January, 1861, the said James Alfred Hallett will proceed to distribute the assets of the said Sarah Woodriff amongst the parties entitled thereto, having regard to the claims of which the said James Alfred Hallett shall have notice, and will not be liable for the assets so distributed to any person, of whose claim he shall not have had notice at the time of such distribution.—Dated this 16th day of November, 1860.

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 and claimants of the estates hereinunder mentioned, as well as all others interested therein, as heirs or otherwise, to file their claims or several pretensions, 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 23rd day of October, 1860.

JOHN DALY, Administrator-General of Demerary and Essequibo.

List of Estates referred to in the above Official Advertisement.

Estate of John Duncan Taylor, deceased, lately an inhabitant of this colony, who died intestate at Plantation Anna Regina, county of Essequibo, on or about the 28th day of July, 1860.

Estate of Henry Thomas Grant, deceased, lately an inhabitant of the city of Georgetown, county of Demerary, who died in said city on or about the 10th day of February, 1849.

Estate of Sophia Jenkins, deceased, lately an inhabitant of the city of Georgetown, county of Demerary, who died at Buxton East Sea Coast of said county, on or about the 20th day of May, 1860.

Estate of John Thornbarrow, Manifold, an inhabitant of the county of Demerary, colony of British Guiana, an insolvent under Ordinance No. 29 of the year 1846.

Estate of John Welcome, deceased, lately an inhabitant of this colony, who died intestate in the city of Georgetown, on or about the 8th day of July, 1860.

Estate of Catherine Lyng, deceased, lately an inhabitant of the city of Georgetown, county of Demerary, who died in said city in or about the month of October, 1855.

Estate of Sarah Jane Mason, deceased, in her lifetime a lunatic, who died in the city of Georgetown, on the 22nd August, 1860.

Estate of Donald P. Macdonald, an inhabitant of the county of Berbice, who died in Georgetown on the 16th June, 1860.

JOHN DALY, Administrator-General.

Abergavenny, Monmouthshire.

TO be sold, pursuant to a decree of the High Court of Chancery, made in a cause of Davies v. Green, with the approbation of the Vice-Chancellor Sir John Stuart, in two lots, by Mr. Henry Vennor, the person appointed by the said Judge, at the Angel Hotel, Abergavenny, on Tuesday, the 18th day of December, 1860, at two o'clock precisely:

Two freehold messuages or tenements and premises, situate in High-street, in the town of Abergavenny, in the county of Monmouth. The said messuages are now in the respective occupations of Mr. Lewis, Ironmonger, and Messrs. Peirce and Price, Drapers.

The Premises may be viewed by cards; to be obtained of Messrs. Gabb and Walford, and particulars and conditions of sale may be had, gratis, of Messrs. Gabb and Walford, of Abergavenny, Solicitors; Mr. John Thomas Marshall, No. 8, King's-road, Bedford-row, London, Solicitor; Mr. J. G. Price, of Abergavenny aforesaid, Solicitor; Messrs. Bridges and Son, Red Lion-square, London, Solicitors; the Auctioneer, at his Office, Newport, Monmouthshire; and at the place of sale.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of Sophia Lubbock, persons claiming debts or liabilities affecting the personal estate of the said Sophia Lubbock, late of Eaton, in the county of the city of Norwich, who died on the 6th day of July, 1860, are, by their Solicitors, on or before the 15th day of December, 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. Saturday, the 22nd day of December, 1860, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 16th day of November, 1860.

PURSUANT to a Decree of the High Court of Chancery, made in a cause Lake against Lake, the creditors of John Lake, formerly of the Island of Trinidad, in the West Indies, and late of Tulse-hill, Brixton, in the county of Surrey, Sugar Planter, who died in or about the month of December, 1855, are, by their Solicitors, on or before the 8th day of February, 1860, to come in and prove their debts, at the chambers of the Vice-Chancellor Sir Richard Torin Kindersley, No. 3, Stone-buildings, Lincoln's-inn, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Friday, the 15th day of February, 1861, at one o'clock in the afternoon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 12th day of November, 1860.

PURSUANT to a Decree of the High Court of Chancery, made in the matter of the estate of William Petrie Craufurd, and in a cause John Robertson and John Craufurd, the creditors of William Petrie Craufurd, formerly of Mount-street, Grosvenor-square, in the county of Middlesex, and of Upper Berkeley-street, Portman-square, in the same county, and late of Paddington, in the same county, Adjutant-General and Deputy Paymaster-General of Her Majesty's Forces, who died in or about the month of March, 1859, are, by their Solicitors, on or before the 3rd day of January, 1861, to come in and prove their debts, at the chambers of the Vice-Chancellor Sir Richard Torin Kindersley, No. 3, Stone-buildings, Lincoln's-inn, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Thursday, the 10th day of January, 1861, at one o'clock in the afternoon, at the said chambers is appointed for hearing and adjudicating upon the claims.—Dated this 12th day of November, 1860.

PURSUANT to a Decree of the High Court of Chancery, made in a cause Charlotte Mary Chaffers and Matilda Chaffers, infants, by Henry Richardson Wallbridge, their next friend, against William Chaffers the younger and William Snelling, the creditors of Charlotte Arcularius Paul, late of Orpington, in the county of Kent, Spinster, who died on or about the 24th day of January, 1856, are, by their Solicitors, on or before the 15th day of December, to come in and prove their debts, at the chambers of the Vice-Chancellor Sir Richard Torin

Kindersley, No. 3, Stone-buildings, Lincoln's-inn, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Wednesday, the 19th day of December, 1860, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 16th day of November, 1860.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of Charles Williams and in a cause of Atkins against Williams, the creditors of Charles Williams, late of Park-road, Paddington, in the county of Middlesex, Cowkeeper, who died in or about the month of May, 1860, are, by their Solicitors, on or before the 8th day of December, 1860, to come in and prove their debts at the chambers of the Vice-Chancellor Sir Richard Torin Kindersley, 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 12th of December, 1860, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 12th day of November, 1860.

PURSUANT to a Decree of the High Court of Chancery, made in a cause George Seaman and others against William Seaman, the creditors of John Seaman, late of Bixley, in the county of Norfolk, the testator in the proceedings named, who died in or about the month of September, 1834, are, by their Solicitors, on or before the 20th day of December, 1860, to come in and prove their claims, at the chambers of the Vice-Chancellor Sir John Stuart, situate No. 12, Old-square, Lincoln's-inn, in the county of Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Saturday, the 22nd day of December, 1860, at twelve of the clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 19th day of November, 1860.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of John Covey, deceased, and in a cause Alexander Covey against Ann Covey, the creditors of John Covey, late of Highfield, in the parish of South Stoneham, in the county of Hants, Carpenter and Joiner, who died in or about the month of May, 1859, are, by their Solicitors, on or before the 10th day of December, 1860, to come in and prove their debts, at the chambers of the Vice-Chancellor Sir William Page Wood, at No. 11, New-square, Lincoln's-inn, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Friday, the 14th day of December, 1860, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 16th day of November, 1860.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of John Covey, deceased, and in a cause Alexander Covey against Ann Covey, the next of kin of John Covey, late of Highfield, in the parish of South Stoneham, in the county of Hants, Carpenter and Joiner, who died in or about the month of May, 1859, are, by their Solicitors, on or before the 10th day of December, 1860, to come in and prove their claims, at the chambers of the Vice-Chancellor Sir William Page Wood, at No. 11, New-square, Lincoln's-inn, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Friday, the 14th day of December, 1860, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 16th day of November, 1860.

PURSUANT to a Decree of the High Court of Chancery, made in a cause of George Henry Cleeve against Richard Hilhouse and another, the person or persons claiming to be the child or children of William Cleeve Woolford (who was known as William Woolford), late of Cannon-street-road, in the parish of St. George in the East, in the county of Middlesex, Barge Builder, who died in or about the month of February, 1837, and was buried in the parish church of St. Paul, Shadwell, in the county of Middlesex, on the 23rd day of February, 1837, or if any such child or children are dead, the person or persons claiming to be their legal personal representative or representatives, are by their Solicitors, on or before the 22nd day of December next, to come in and prove their claims at the chambers of the Vice-Chancellor Wood, No. 11, New-square, Lincoln's-inn, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Tuesday, the 8th day of January, 1861, is appointed for hearing and adjudicating upon the claims.—Dated this 17th day of November, 1860.

PURSUANT to a Decree of the High Court of Chancery, made in a cause of George Henry Cleeve against Richard Hilhouse and another, the person or persons claiming to be the child or children of Mary Ann Hutchinson, the wife of Samuel Hutchinson, of the Cannon-street

Road, in the parish of St. George-in-the-East, in the county of Middlesex, once a Coal Merchant and then a Grocer, which said Mary Ann Hutchinson was formerly Mary Ann Woolford, Spinster, and afterwards and upon the death of the said Samuel Hutchinson intermarried with and became the wife of Henry Bennett Maunder, also of Cannon-street Road aforesaid, Excise Officer, and which said Mary Ann Maunder, formerly Mary Ann Hutchinson, and previously Mary Ann Woolford, died in or about the month of October, 1859, in Cannon-street Road aforesaid, and was buried on the 25th day of October, 1859, at All Saints' Cemetery, Kensal-green, in the county of Middlesex, or, if any such child or children are dead, the person or persons claiming to be their legal personal representative or representatives, are, by their Solicitors, on or before the 22nd day of December, 1860, to come in and prove their claims at the chambers of the Vice-Chancellor Sir William Page Wood, at No. 11, New-square, Lincoln's-inn, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Tuesday, the 8th day of January, 1861, at twelve of the clock at noon, is appointed for hearing and adjudicating upon the claims.—Dated this 17th day of November, 1860.

PURSUANT to the Lunacy Regulation Act, 1853, the creditors of Deebie Peter Hoblyn, formerly of Colquite, in the county of Cornwall, Esquire, afterwards of the Royal Hotel, Plymouth, then of Osborn-place, and No. 1, Esplanade, both in Plymouth, then of Holberton Vicarage, all in the county of Devon, but now of Church Style House, Exminster, in the county of Devon, Bachelor, a person of unsound mind, are, on or before the 30th day of November, 1860, to come in and prove their debts before the Masters in Lunacy, at their office, No. 45, Lincoln's-inn-fields, in the county of Middlesex, or in default thereof they will be peremptorily excluded the benefit of the inquiry now pending, relative thereto.

THIS is to give notice, that by an indenture, dated the 30th day of October, 1860, Robert Curran, of Accrington, in the county of Lancaster, Tailor and Draper, did grant, convey, and assign all his real and personal estate and effects to Charlesworth Thornton, of Leeds, in the county of York, Cloth Merchant, and William Barker, of Hebden Bridge, in the same county, Manufacturer, their heirs, executors, administrators, and assigns, upon trust for the benefit of the creditors of the said Robert Curran, and the said indenture was executed by the said Robert Curran on the 31st day of October last, and his execution thereof was attested by George Richardson, Solicitor, George-street, in the city of Manchester, and John Jackson, Solicitor, Chancery-place, Manchester aforesaid, and the said indenture was executed by the said Charlesworth Thornton and William Barker this 15th day of November instant, which execution thereof by the said Charlesworth Thornton and William Barker was attested by the said John Jackson, and the said indenture is now lying at the office of the said John Jackson for signature by the said creditors.—Dated this 15th day of November, 1860.

NOTICE is hereby given, that Henry James Ballard, of the town and county of Southampton, Tailor and Outfitter, hath by an indenture, dated the 22nd day of October last, conveyed and assigned all his real and personal estate and effects, whatsoever and wheresoever, to John Carter, of the town and county of Southampton aforesaid, Dyer, and George Evans, of the same place, Saddler, upon trust for the equal benefit of all the creditors of the said Henry James Ballard, who shall execute the said indenture within three calendar months from the date thereof, and which said indenture was duly executed by the said Henry James Ballard on the said 22nd day of October last, by the said John Carter on the 26th day of October last, and by the said George Evans on the 27th day of October last, in the presence of, and the execution thereof respectively, by the said Henry James Ballard, John Carter, and George Evans, were attested by James Sharp the younger, of the town and county of Southampton, Solicitor: And notice is hereby further given, that the said indenture is deposited, and now lies at the offices of Messrs. Sharp, Harrison, and Sharp, Solicitors, French-street, Southampton aforesaid, for the inspection and execution by all parties interested therein, and all persons having any claim on the said estate, are requested to send the particulars thereof, and all persons indebted to the said estate, are requested to pay the amount of their respective debts to one of the said trustees, or to us.—Dated this 14th day of November, 1860.

SHARP, MASON, and SHARP, Solicitors, Southampton.

NOTICE is hereby given, that by an indenture, dated the 5th day of November, 1860, John White, of Gravesend, in the county of Kent, conveyed and assigned all his estate and effects unto George Hooper, of No. 47, Wood-street, Cheapside, in the city of London, Warehouseman, and George Bradbury Greatorex, of Aldermanbury, in the said city, Warehouseman, as trustees for the creditors of the said John White; which said indenture was

executed by the said John White, George Hooper and George Bradbury Greatorex, respectively, on the day of the date thereof, in the presence of, and their respective executions are attested by, Frederic John Reed, of No. 3, Gresham-street, in the said city of London, Solicitor; and the said indenture now lies at my office for execution by the creditors of the said John White.—Dated this 17th day of November, 1860.

FRED. JNO. REED, No. 3, Gresham-street, London, Solicitor for the Trustees.

NOTICE is hereby given, that Henry Smyth and Samuel Smyth, of Portsea, in the county of Southampton, Coach Masters and Copartners, have by indenture, bearing date the fifteenth day of November, 1860, conveyed and assigned all their real and personal estate and effects unto John Carter Shoveller, of Portsea aforesaid, Corn Merchant, and William White, of the same place, Currier, upon trust for the equal benefit of themselves and the rest of the creditors of the said Henry Smyth and Samuel Smyth, who shall execute the same; and that the said indenture was duly executed by the said Henry Smyth and Samuel Smyth, and also by the said John Carter Shoveller and William White, on the said 15th day of November, in the presence of Archibald Ion and William Orange Marshall, Solicitors, Portsea. The said indenture now lies at the office of the said William O. Marshall, No. 66, Hanover-street, Portsea aforesaid, for execution by the creditors of the said Henry Smyth and Samuel Smyth. All persons indebted to the said Henry Smyth and Samuel Smyth, are requested to pay the amount of their respective debts to either of the undersigned forthwith.—Dated this 16th day of November, 1860.

ARCHD. LOW,

W. O. MARSHALL,

Joint Solicitors to the Trustees.

NOTICE is hereby given, that by an indenture, bearing date the 14th day of November, 1860, made between Benjamin Townsend, of Hastings, in the county of Sussex, Brewer, of the first part; James Radcliffe, of Boreham, in the county of Sussex, Esq., and John Carey, of St. Leonards-on-Sea, in the county of Sussex, Cabinet Maker, trustees for themselves and the rest of the creditors of the said Benjamin Townsend, parties thereto, of the second part; and the several other persons whose names and seals are thereunto subscribed and set, being respectively creditors of the said Benjamin Townsend, of the third part; the said Benjamin Townsend has assigned all his stock in trade, personal estate and effects, unto the said trustees, their executors, administrators, and assigns, upon trust for the general benefit of the creditors of the said Benjamin Townsend; that the said indenture was duly executed by the said Benjamin Townsend, James Radcliffe, and John Carey, on the day of the date thereof, in the presence of, and attested by William Psin Beecham the younger, of Saint Leonards-on-Sea aforesaid, Attorney-at-Law; and notice is hereby given, that such of the creditors of the said Benjamin Townsend, as intend to accept the benefit of the above indenture (which is now lying at the office of the undersigned for signature), are requested to execute the same or signify to the trustees in writing addressed to them at our office, their consent so to do within three months from the date hereof, otherwise they will be excluded from all benefit thereunder.—Dated this 14th day of November, 1860.

BEECHAM and SON, Solicitors to the trustees.

NOTICE is hereby given, that by an indenture bearing date the 22nd day of October, 1860, made between Richard Bray of Pottergate-street, in the city of Norwich, of the first part, Tailor and Draper, Jacob Johnson, of London-street, in the said city of Norwich, Woollen Draper, and James Dixon, No. 22, Tavistock-square, in the county of Middlesex, Coal Factor, of the second part, and the several other persons whose names and seals are intended to be subscribed and affixed thereto respectively, creditors of the said Richard Bray, of the third part, the said Richard Bray assigned all and every his stock in trade, goods, wares, household furniture, and all other his personal estate and effects, whatsoever and wheresoever unto the said trustees, in trust for the equal benefit of all his creditors who should execute the same within three calendar months from the date thereof, and that such deed was duly executed by the said Richard Bray and Jacob Johnson, on the said 22nd day of October, 1860, in the presence of William Sadd, the younger, of the said city of Norwich, Solicitor, and the said indenture was duly executed by the said James Dixon, on the 23rd day of the said month of October, in the presence of, and attested by Andrew Storey, of No. 6, King's-road, Bedford-row, in the said county of Middlesex, Solicitor. Notice is hereby further given, that the said deed is now lying at the office of the undersigned for inspection and execution by the creditors of the said Richard Bray as may elect to do so.

WILLIAM SADD, Solicitor to the Trustees, Theatre-street, Norwich.

NOTICE is hereby given, that by an indenture, dated the 9th day of November, 1860, Ephraim Moss, of Mossley, in the county of Lancaster, Shopkeeper, did grant, bargain, sell, assign, transfer, and set over unto William Austerberry, Grocer, and Robert Moss, Grocer, both of Mossley aforesaid, all and every his stock in trade and other his estate and effects, whatsoever and wheresoever, situate with their appurtenances, upon trust, for the equal benefit of all the creditors of the said Ephraim Moss, who shall execute the said indenture of assignment. And notice is hereby further given, that the said indenture was duly executed by the said Ephraim Moss, William Austerberry, and Robert Moss, on the day of the date thereof, in the presence of, and attested by, William Toy, Solicitor. Ashton-under-Lyne. And notice is also hereby given, that the said indenture is now lying at the office of the said William Toy, No. 154, Stamford-street, Ashton-under-Lyne aforesaid, for inspection and execution by the creditors of the said Ephraim Moss.—Dated this 16th day of November, 1860.

In the Matter of Hadwen and McGregor, of Liverpool Merchants.

I HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a Second Dividend of 1¹/₂d. in the pound, upon application at my office, No. 53, South John-street, Liverpool, on Wednesday, the 21st instant, or any subsequent Wednesday, 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.

CHARLES TURNER, Official Assignee.

WHEREAS a Petition for adjudication of Bankruptcy was, on the 19th day of November, 1860, filed against Edward Ansell, of No. 37, South-street, Manchester-square, in the county of Middlesex, Draper, Dealer and Chapman, and he having been declared bankrupt, is hereby required to surrender himself to Joshua Evans, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 27th day of November instant, and on the 28th day of December next, at one of the clock in the afternoon precisely, on each of the said days, at the Court of Bankruptcy, in Basinghall-street, in the city of London, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. P. Johnson, No. 20, Basinghall-street, London, the Official Assignee in the matter of this bankruptcy, and give notice to Mr. Alfred Jones, Solicitor, Sizelane, London.

WHEREAS a Petition for arrangement, under the control of the Court, was, on the 10th day of October, 1860, filed by Alfred Aubert and Champneys Powell, both of No. 17, Saint Mary Axe, in the city of London, Ship and Insurance Brokers and Wine Merchants, trading there as Ship and Insurance Brokers and Wine Merchants, under the firm of Partridge and Company, and under which said Petition, pursuant to the provisions of the said Statute, they the said Alfred Aubert and Champneys Powell have been declared bankrupt, and they being so declared bankrupts, are hereby required to surrender themselves to Joshua Evans, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 30th day of November instant, at one in the afternoon precisely, and on the 28th of December next, at twelve at noon precisely, at the Court of Bankruptcy, in Basinghall-street, London, and make a full discovery and disclosure of their estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupts are required to finish their examination. All persons indebted to the said bankrupts, or that have any of their effects, are not to pay or deliver the same but to Mr. P. Johnson, No. 20, Basinghall-street, the Official Assignee in the matter of this bankruptcy, and give notice to Messrs. Hughes, Kearsey, and Masterman, Solicitors, Bucklersbury.

WHEREAS a Petition for adjudication of Bankruptcy was, on the 30th day of October, 1860, filed in Her Majesty's Court of Bankruptcy in London, against William Owers Jennings, of Uggeshall, in the county of Suffolk, Horse Dealer, Dealer and Chapman, and he having been declared bankrupt, is hereby required to surrender himself to Robert George Cecil Fane, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 1st and 28th day of December next, at half-past one in the afternoon precisely, on each day, at the Court of Bankruptcy, in Basinghall-street, in the city of London, and make a full

discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts and at the first sitting to choose assignees and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. William Whitmore, of No. 2, Basinghall-street, London, the Official Assignee whom the Commissioner has appointed, and give notice to Messrs. White, Borrett, and White, Solicitors, No. 6, Whitehall-place, or to Messrs. Crabtree and Cross, Halesworth, Suffolk.

WHEREAS a Petition for adjudication of Bankruptcy was, on the 10th day of November, 1860, filed in Her Majesty's Court of Bankruptcy in London, against John Jennings, late of Gough-square, Fleet-street, in the city of London, Printer, Dealer and Chapman, but now a Prisoner for Debt in the Debtors' Prison for London and Middlesex, in the said city of London, and he having been declared bankrupt is hereby required to surrender himself to Robert George Cecil Fane, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 1st day of December next, at one o'clock in the afternoon precisely, and on the 27th day of the same month, at half past twelve in the afternoon 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. William Whitmore, of No. 2, Basinghall-street, London, the Official Assignee, whom the Commissioner has appointed, and give notice to Messrs. Van Sandau and Cumming, Solicitors, of No. 13, King-street, Cheapside.

WHEREAS a Petition for adjudication of Bankruptcy, filed the 15th day of November, 1860, hath been presented against William Henry Godfrey, of Hart-street, Henley-on-Thames, in the county of Oxford, Bookseller and Stationer, and he having been declared bankrupt, is hereby required to surrender himself to John Samuel Martin Fonblanque, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 30th day of November instant, at eleven of the clock in the forenoon precisely, and on the 1st day of January next, at twelve of the clock at noon precisely, at the Court of Bankruptcy, Basinghall-street, in the city of London, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. Hatton Hamer Stansfeld, of No. 10, Basinghall-street, London, the Official Assignee whom the Commissioner has appointed, and give notice to Messrs. Peek and Downing, Solicitors, No. 10, Basinghall-street, London, and Mr. Lediard, Henley-on-Thames.

WHEREAS a Petition for adjudication of Bankruptcy, filed the 19th day of November, 1860, hath been presented against David Wheldon, of the town of Northampton, Iron Ore Merchant, Coal Merchant, Dealer and Chapman, and he having been declared bankrupt, is hereby required to surrender himself to John Samuel Martin Fonblanque, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 29th day of November instant, at eleven of the clock in the forenoon precisely, and on the 1st day of January following, at one of the clock in the afternoon precisely, at the Court of Bankruptcy, Basinghall-street, in the city of London, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. George John Graham, of No. 25, Coleman-street, London, the Official Assignee, whom the Commissioner has appointed, and give notice to Mr. Robert Metcalfe, Solicitor, No. 4, Furnival's-inn, Holborn, and Mr. John Becke, Northampton.

WHEREAS a Petition for adjudication of Bankruptcy was, on the 16th day of November, 1860, filed against Thomas North, of No. 1, Edwin-place, Brighton, in the county of Sussex, Contractor, Trader, Dealer and Chapman, and lately trading in copartnership there with Joseph North, a bankrupt, 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 30th of November instant,

at one o'clock in the afternoon precisely, and on the 31st 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, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. William Pennell, No. 3, Guildhall-chambers, Basinghall-street, London, the Official Assignee in the matter of this Bankruptcy, and give notice to Messrs. J. and J. H. Linklater and Hackwood, Solicitors, No. 7, Walbrook, London.

WHEREAS a Petition for adjudication of Bankruptcy, was on the 19th day of November, 1860, filed against James Solomon, of No. 41, Blackfriar's-road, in the county of Surrey, Grocer, and he having been declared bankrupt, is hereby required to surrender himself to Edward Holroyd, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 4th day of December next, and on the 1st day of January following, at one of the clock in the afternoon precisely, on each of the said days, at the Court of Bankruptcy, in Basinghall-street, in the city of London, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. Edward Watkin Edwards, No. 22, Basinghall-street, London, the Official Assignee in the matter of this bankruptcy, and give notice to Mr. Edward Hodgkinson, Solicitor, No. 17, Little Tower-street, London.

WHEREAS a Petition for adjudication of Bankruptcy was on the 14th day of November, 1860, filed against John Browning, of No. 1, Northumberland-terrace, Bagnigge-wells-road, in the county of Middlesex, Grocer and Cheesemonger, Corn, Flour, and Coal Dealer, and he having been declared bankrupt, is hereby required to surrender himself to Edward Holroyd, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 1st day of December next, at twelve o'clock at noon precisely, and on the 1st day of January following, at one in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street in the city of London, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. Charles Lee, No. 20, Aldermanbury, London, the Official Assignee in the matter of this bankruptcy, and give notice to Messrs. Lawrence, Plews, and Boyer, Solicitors, No. 14, Old Jewry-chambers, London.

WHEREAS a Petition for adjudication of Bankruptcy, against John Burk Stedman, of Cinderford, in the township of East Dean, in the county of Gloucester, Surgeon and Apothecary, was filed on the 17th day of November, 1860, in Her Majesty's Court of Bankruptcy for the Bristol District, at the city and county of Bristol, and he being declared bankrupt, is hereby required to surrender himself to Matthew Davenport Hill, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy for the Bristol District, on the 3rd day of December next, and on the 1st day of January next, at eleven of the clock in the forenoon precisely, on each of the said days, at the Court of Bankruptcy for the Bristol District, in the city and county of Bristol, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. Alfred John Acraman, No. 19, St. Augustine's-place, Bristol, the Official Assignee whom the Commissioner has appointed, and give notice to Mr. George Lawson Whatley, Solicitor, Newnham, or to Messrs. Abbot, Lucas, and Leonard, Solicitors, Albion-chambers, Bristol.

WHEREAS a Petition for adjudication of Bankruptcy against Edwin Phillips, of Pontypool, in the county of Monmouth, Boot and Shoe Maker, Dealer and Chapman, was filed on the 7th of November 1860, in Her Majesty's Court of Bankruptcy for the Bristol District, at the city and county of Bristol, and he being declared bankrupt is hereby required to surrender himself to Matthew Davenport Hill, Esq., one of Her Majesty's Commissioners of the Court

of Bankruptcy for the Bristol District, on the 3rd December next, and on the 1st day of January following, at eleven of the clock in the forenoon precisely, on each day, at the Court of Bankruptcy for the Bristol District, in the city and county of Bristol, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. Edward Mant Miller, No. 19, St. Augustine's-place, Bristol, the Official Assignee, whom the Commissioner has appointed, and give notice to Messrs. B. Smith, Vassal, and Pope, Solicitors, Bristol.

WHEREAS a Petition for adjudication of Bankruptcy, against James Pritchard, of Newnham, in the county of Gloucester, Saddler and Harness Maker, and late Innkeeper, Dealer and Chapman, was filed on the 17th day of November, 1860, in Her Majesty's Court of Bankruptcy for the Bristol District, in the city and county of Bristol, and he being declared bankrupt is hereby required to surrender himself to Matthew Davenport Hill, Esq., Her Majesty's Commissioner of the Court of Bankruptcy for the Bristol District, on the 4th day of December next, and on the 1st day of February following, at eleven of the clock in the forenoon precisely, on each of the said days, at the Court of Bankruptcy for the Bristol District, in the city and county of Bristol, and make a full discovery and disclosure of his estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of his effects, are not to pay or deliver the same but to Mr. Alfred John Acraman, No. 19, St. Augustine's-place, Bristol, the Official Assignee, whom the Commissioner has appointed, and give notice to Mr. George Peters Wilkes, Solicitor, Gloucester.

WHEREAS a Petition for adjudication of Bankruptcy, bearing date the 13th day of November, 1860, hath been duly filed in Her Majesty's Court of Bankruptcy for the Leeds District, against John Leach, of Bingley, in the county of York, Manufacturer, Dealer and Chapman, and he being declared bankrupt, is hereby required to surrender himself to William Scrope Ayton, Esq., one of Her Majesty's Commissioners of the Leeds District Court of Bankruptcy, on the 10th day of December next, and on the 7th day of January following, at eleven in the forenoon precisely, on each day, at the Leeds District Court of Bankruptcy, at the Commercial-buildings, Leeds, 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. Henry Philip Hope, of Leeds, the Official Assignee, whom the Commissioner has appointed, and give notice to Messrs. Weatherhead and Burr, Solicitors, Keighley, or to Messrs. Bond and Barwick, Solicitors, Leeds.

WHEREAS, on the 7th day of November, 1860, a Petition for adjudication of Bankruptcy was filed against Sarah Tranchard, of Wellington, in the county of Somerset, Widow, in Her Majesty's Court of Bankruptcy for the Exeter District, and she being adjudged a bankrupt, is hereby required to surrender herself to Biggs Andrews, Esq., Her Majesty's Commissioner of the Exeter District Court of Bankruptcy, on the 5th day of December next, and on the 2nd day of January, 1861, at twelve of the clock at noon precisely, on each of the said days, at the Court of Bankruptcy for the Exeter District, Queen-street, Exeter, in the county of Devon, and make a full discovery and disclosure of her estate and effects; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupt is required to finish his examination. All persons indebted to the said bankrupt, or that have any of her effects, are not to pay or deliver the same but to Mr. Hirtzel, Queen-street, Exeter, the Official Assignee, whom the Commissioner has appointed, and give notice to Mr. Benjamin Lovibond, Solicitor, Bridgwater, or his Agent, Mr. E. J. H. W. Clarke, Solicitor, Exeter.

JOHAN SAMUEL MARTIN FONBLANQUE, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 5th day of October, 1860, against George Wright, of the town of Northampton, in the county of Northampton, Coach Manufacturer, will sit on the 30th day of November instant, at twelve of the clock at noon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to Audit the Accounts of the

Assignees of the estate and effects of the said bankrupt, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

EDWARD HOLROYD, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 11th day of August, 1860, against William Francis and James Hooper, of No. 3, New Leather Market, Bermondsey, in the county of Surrey, Leather Factors and Copartners, trading under the style or firm of William Francis and Company, will sit on the 4th day of December next, at twelve o'clock at noon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, to Audit the Accounts of the Assignees of the estate and effects of the said bankrupts under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

MATTHEW DAVENPORT HILL, Esq., Her Majesty's Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 14th day of March, 1860, against John Harris, of Littledeans-hill, in the hamlet of Lea Bailly, in the county of Gloucester, Innkeeper, will sit on the 6th day of December next, at eleven of the clock in the forenoon precisely, at the Bristol District Court of Bankruptcy, in the city of Bristol, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

WILLIAM THOMAS JEMMETT, Esq., Her Majesty's Commissioner authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 23rd day of February, 1860, by Jonathan Brignall, of the city of Manchester, in the county of Lancaster, Dyer, will sit on the 7th day of December next, at twelve of the clock at noon precisely, at the Manchester District Court of Bankruptcy, in 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.

WILLIAM THOMAS JEMMETT, Esq., Her Majesty's Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 24th day of October, 1857, against Henry Bastow, of Oldham-street, in the city of Manchester, in the county of Lancaster, Mercer and Draper, Dealer and Chapman, will sit on the 6th of December next, at twelve at noon precisely, at the Manchester District Court of Bankruptcy, in 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.

WILLIAM THOMAS JEMMETT, Esq., Her Majesty's Commissioner authorized to act in the prosecution of a Petition for arrangement, filed on the 11th day of August, 1858, by William Hunt, of No. 118, Market-street, in the city of Manchester, and of Tonge, near Middleton, in the county of Lancaster, Silk and Cotton Manufacturer, Dealer and Chapman, under which he was declared bankrupt, will sit on the 7th 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.

HENRY JAMES PERRY, Esq., Her Majesty's Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 21st day of August, 1852, against Patrick Hayes, of Widnes, in the county of Lancaster, Oil Manufacturer, carrying on business under the firm of Patrick Hayes and Company, will sit on the 30th day of November instant, at half-past 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.

BIGGS ANDREWS, Esq., Her Majesty's Commissioner of the Exeter District Court of Bankruptcy, being the Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 18th day of July, 1860, by Thomas Palmer and Samuel Palmer, of No. 30, Old Town-street, Plymouth, Drapers, carrying on business in Copartnership, will sit on the 3rd of December next, at half past twelve o'clock in the afternoon precisely, at the Court of Bankruptcy for the Exeter District, at the Athenæum, Plymouth, in the county of Devon, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupts, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same.

BIGGS ANDREWS, Esq., Her Majesty's Commissioner of the Exeter District Court of Bankruptcy, being the Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 2nd day of May, 1860, against Benjamin Abraham, of Fore-street, Taunton, in the county of Somerset, Jeweller, Dealer and Chapman, will sit on the 6th day of December next, at twelve of the clock at noon precisely, at the Court of Bankruptcy for the Exeter District, in Queen-street, Exeter, 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; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same.

BIGGS ANDREWS, Esq., Her Majesty's Commissioner of the Exeter District Court of Bankruptcy, being the Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 4th day of August, 1860, by George Rawle, of Porlock, in the county of Somerset, Tanner, Dealer and Chapman, will sit on the 5th 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, 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; when and where the creditors who have not already proved their debts are to come prepared to prove the same.

BIGGS ANDREWS, Esq., Her Majesty's Commissioner of the Exeter District Court of Bankruptcy, being the Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 31st day of December, 1859, against John Ross, of Truro, in the county of Cornwall, Draper, will sit on the 5th day of December next, at twelve at noon precisely, at the Court of Bankruptcy for the Exeter District, in Queen-street, in the city of Exeter, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupts, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts; when and where the creditors, who have not already proved their debts are to come prepared to prove the same.

BIGGS ANDREWS, Esq., Her Majesty's Commissioner of the Exeter District Court of Bankruptcy, being the Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 11th day of September, 1860, against Robert Stone, of Cerne Abbas, in the county of Dorset, Innkeeper, Dealer and Chapman, will sit on the 5th 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, 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; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same.

BIGGS ANDREWS, Esq., Her Majesty's Commissioner of the Exeter District Court of Bankruptcy, being the Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 11th day of April, 1860, by Nicholas Male Grose, of Wadebridge, in the county of Cornwall, Wine and Spirit Merchant, will sit on the 6th 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, 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; when and where the creditors who have not already proved their debts, are to come prepared to prove the same.

BIGGS ANDREWS, Esq., Her Majesty's Commissioner of the Exeter District Court of Bankruptcy, being the Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 11th day of June, 1859, against William Shewbrooks, of Taunton, in the county of Somerset, Builder, will sit on the 5th day of December next, at twelve at noon precisely, at the Court of Bankruptcy for the Exeter District, in Queen-street, Exeter, 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; when and where the creditors who have not already proved their debts, are to come prepared to prove the same.

BIGGS ANDREWS, Esq., Her Majesty's Commissioner of the Exeter District Court of Bankruptcy, being the Commissioner authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 28th day of September, 1860, by John James Rolls, of Cerne Abbas,

in the county of Dorset, Grocer and Ironmonger, will sit on the 5th day of December next, at twelve of the clock at noon precisely, at the Court of Bankruptcy for the Exeter District, in Queen-street, Exeter, in the county of Devon, 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; when and where the creditors who have not already proved their debts are to come prepared to prove the same.

BIGGS ANDREWS, Esq., Her Majesty's Commissioner of the Exeter District Court of Bankruptcy, being the Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 14th day of May, 1860, by George Thomas Suter, of Weymouth and Melcombe Regis, in the county of Dorset, Confectioner, Dealer and Chapman, will sit on the 5th 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, 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; when and where the creditors who have not already proved their debts, are to come prepared to prove the same.

JOSHUA EVANS, Esq., one of Her Majesty's Commissioners, authorized to act under a Fiat for adjudication of Bankruptcy, filed on the 13th day of April, 1847, against David Heard the elder, of Barking, in the county of Essex, Smack Owner, Carpenter and Builder, Dealer and Chapman, will sit on the 13th day of December next, at eleven of the clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

EDWARD HOLROYD, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 30th day of November, 1858, against Giuseppe Luigi Schembri, of No. 150, Leadenhall-street, in the city of London, Merchant, trading alone under the style or firm of Portelli Schembri, and also in partnership with Michelino Portelli, as Merchants, at the city of Valetta, in Malta, under the firm of Agostino, Portelli, and Co., and lately trading in partnership with the said Michelino Portelli, as Merchants, at No. 150, Leadenhall-street, aforesaid, under the style or firm of Portelli Schembri and Co., will sit on the 20th December next, at eleven in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

EDWARD HOLROYD, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 9th day of June, 1860, against Charles Henry Gilks, of No. 3, Union-row, Tower Hill, and of No. 327, Wapping, both in the county of Middlesex, Ironmonger and Gun Manufacturer, Dealer and Chapman, will sit on the 20th day of December next, at twelve of the clock at noon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

MATTHEW DAVENPORT HILL, Esq., Her Majesty's Commissioner authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 28th day of May, 1856, against George Worrall Jones, of Crickhowell, in the county of Brecon, Banker, will sit on the 10th day of January next, at eleven o'clock in the forenoon precisely, at the Bristol District Court of Bankruptcy, in the city of Bristol, to make a Final Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

MATTHEW DAVENPORT HILL, Esq., Her Majesty's Commissioner authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 14th day of March, 1859, against James Sampson, of No. 10, Park-street, in the city and county of Bristol, Picture Dealer, Carver and Gilder, Printseller,

Dealer and Chapman, will sit on the 13th day of December next, at eleven o'clock in the forenoon precisely, at the Bristol District Court of Bankruptcy, in Bristol, to make a Final Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

MATTHEW DAVENPORT HILL, Esq., Her Majesty's Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 11th day of May, 1860, against John Chalmers, of Cirencester, in the county of Gloucester, Tea Dealer and Draper, Dealer and Chapman, will sit on the 20th day of December, next, at eleven of the clock in the forenoon precisely, at the Bristol District Court of Bankruptcy, in the city of Bristol, in order to make a Final Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

MATTHEW DAVENPORT HILL, Esq., Her Majesty's Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 29th day of February, 1860, against James Hasell, of the city and county of Bristol, Soap and Candle Manufacturer, will sit on the 13th day of December next, at eleven of the clock in the forenoon precisely, at the Bristol District Court of Bankruptcy, in the city of Bristol, in order to make a Final Dividend of the estate and effects of the said bankrupt, when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

BIGGS ANDREWS, Esq., Her Majesty's Commissioner of the Exeter District Court of Bankruptcy, being the Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 4th day of August, 1860, by George Rawle, of Porlock, in the county of Somerset, Tanner, Dealer and Chapman, will sit on the 13th of December next, at twelve at noon precisely, at the Court of Bankruptcy for the Exeter District, in Queen-street, Exeter, 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.

BIGGS ANDREWS, Esq., Her Majesty's Commissioner of the Exeter District Court of Bankruptcy, being the Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 28th day of September, 1860, by John James Rolls, of Cerne Abbas, in the county of Dorset, Grocer and Ironmonger, will sit on the 13th 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, 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.

BIGGS ANDREWS, Esq., Her Majesty's Commissioner of the Exeter District Court of Bankruptcy, being the Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 31st day of December, 1859, against John Ross, of Truro, in the county of Cornwall, Draper, will sit on the 13th 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, in order to make a Dividend of the estate and effects of the said bankrupts; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

WILLIAM THOMAS JEMMETT, Esq., Her Majesty's Commissioner authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 23rd day of February, 1860, by Jonathan Brignall, of the city of Manchester, in the county of Lancaster, Dyer, will sit on the 14th December next, at twelve at noon precisely, at the Manchester District Court of Bankruptcy, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

WILLIAM THOMAS JEMMETT, Esq., Her Majesty's Commissioner authorized to act in the prosecution of a Petition for arrangement, filed on the 11th day of August, 1858, by William Hunt, of No. 118, Market-street, in the city of Manchester, and of Tonge, near Middleton, in the county of Lancaster, Silk and Cotton Manufacturer, Dealer and Chapman, under which he was declared bankrupt, will sit on the 14th of December next, at twelve at noon precisely, at the Manchester District Court of Bankruptcy, at Manchester, to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

WILLIAM THOMAS JEMMETT, Esq., Her Majesty's Commissioner authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 23rd day of April, 1860, against John Brimelow, Richard Daniels, and Samuel Daniels, all of Bedford, in the parish of Leigh, in the county of Lancaster, Silk Manufacturers and Copartners, Dealers and Chapmen, will sit on the 14th day of December next, at twelve of the clock at noon precisely, at Her Majesty's District Court of Bankruptcy, at Manchester, in order to make a Dividend of the estate and effects of the said bankrupts; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

MARTIN JOHN WEST, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 6th day of June, 1860, presented and filed against George Gregg, of Sheffield and Wath-upon-Dearne, both in the county of York, Currier and Leather Seller, will sit on the 15th day of December next, at ten of the clock in the forenoon precisely, at the Leeds District Court of Bankruptcy, in the Council-hall, in Sheffield, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors who have not already proved their debts, are to come prepared to prove the same or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

WHEREAS the Court, authorized to act in the prosecution of a Petition for adjudication of Bankruptcy filed on the 29th day of September, 1860, and now in prosecution against James Knight the younger, of No. 9, Barge-yard-chambers, Bucklersbury, in the city of London, Scrivener and Bill Broker, 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 13th day of December next, at half past twelve of the clock in the afternoon 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 19th of September, 1860, and now in prosecution against Robert Folkhard Adams, of Stowmarket, in the county of Suffolk, Pipe Maker, 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 13th day of December next, at half past 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 27th day of August, 1860, against Michael Mulrenan, of No. 109, Great Dover-street, Southwark, in the county of Surrey, Leather Dealer and Boot and Shoe Manufacturer, has on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before John Samuel Martin Fonblanque, Esq., one of the Commissioners of Her Majesty's Court of Bankruptcy, on the 12th day of December next, at half past twelve of the clock in the afternoon 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 also 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 22nd day of August, 1860, against James Henry Watts and Joseph Watts, of No. 7, Richard-street, Woolwich, in the county of Kent, Ironmongers, Plumbers, Painters, and Glaziers, Dealers and Chapmen, has, on the application of the said bankrupts, 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 12th day of December next, at twelve of the clock at noon precisely, at the Court of Bankruptcy, in Basinghall-street, London, for the allowance of the Certificate of the said bankrupts' conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute, passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupts, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

WHEREAS the Court, authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 3rd day of September, 1860, and now in prosecution against George Johnson, of No. 12, Durham-place, Hackney-road, in the county of Middlesex, and of No. 89, Lower Marsh, Lambeth, in the county of Surrey, Shoe Manufacturer, 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 13th 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, 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 19th day of May, 1860, and now in prosecution against Eugene McSwiney, of No. 150, Fenchurch-street, in the city of London, now a Prisoner in the Queen's Bench Prison, 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 13th day

of December next, at half past twelve in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute, passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above-mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shown to the contrary, or such other order will be made therein as the justice of the case may require.

WHEREAS the Court, authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed against George Bydder, of Saint Mary-street, at Swansea, in the county of Glamorgan, Brewer, and bearing date the 7th day of August, 1860, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Matthew Davenport Hill, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 18th day of December next, at eleven of the clock in the forenoon precisely, at the Bristol District Court of Bankruptcy, at Bristol, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute, passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above-mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there 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, against Thomas Charlton Bell, of the city of Durham, in the county of Durham, Corn Miller, Flour Dealer, Dealer and Chapman, has appointed a public sitting under such Petition, to be held before Nathaniel Ellison, Esq., Her Majesty's Commissioner of the Court of Bankruptcy for the Newcastle-upon-Tyne District, on the 14th day of December next, at half-past eleven of the clock in the forenoon precisely, at the said District Court of Bankruptcy, in the Royal Arcade, Newcastle-upon-Tyne, for the allowance of the Certificate of the said bankrupt's conformity to the laws in force at the time of filing such Petition 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, called "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 to the Registrar of the Court three clear days' notice in writing of 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 a Petition for adjudication of Bankruptcy, bearing date the 2nd day of October, 1860, and filed in Her Majesty's District Court of Bankruptcy, at Birmingham, against Thomas Johnson, of Bilston, in the county of Stafford, Iron Merchant, has appointed a public sitting for the allowance of the Certificate under such Petition for adjudication of Bankruptcy, to be holden on the 13th 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 shown to the contrary, or such other order will be made therein as the justice of the case may require.

GEORGE WILLIAMS SANDERS, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 4th day of October, 1860, and filed in Her Majesty's Birmingham District Court of Bankruptcy, at Birmingham, against Thomas Ragg, late of Birmingham, in the county of Warwick, Stationer, Printer, and Bookseller, now residing in the parish of Dawley, in the county of Salop, Clerk in Orders, has appointed a public sitting for the

allowance of the Certificate under such Petition for adjudication of Bankruptcy, to be holden on the 13th day of December, 1860, at eleven o'clock in the forenoon precisely, at the Birmingham District Court of Bankruptcy, at Birmingham, Warwickshire, when and where any of the creditors of the said bankrupt, who shall have given due notice of his intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shown to the contrary, or such other order will be made therein as the justice of the case may require.

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 October, 1860, and filed in Her Majesty's Birmingham District Court of Bankruptcy, at Birmingham, against John Siddons and William Clark, of Great Bridge, in the county of Stafford, Ironfounders and Copartners, has appointed a public sitting for the allowance of the Certificate under such Petition for adjudication of Bankruptcy, to be holden on the 13th day of December next, at eleven o'clock in the forenoon precisely, at the Birmingham District Court of Bankruptcy, at Birmingham, when and where any of the creditors of the said bankrupts who shall have given due notice of his intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shown to the contrary, or such other order will be made therein as the justice of the case may require.

GEORGE WILLIAMS SANDERS, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 5th day of September, 1860, and filed in Her Majesty's District Court of Bankruptcy, at Birmingham, against George Brooke, of Newport, in the county of Salop, Ironmonger and Cabinet Maker, Dealer and Chapman, has appointed a public sitting for the allowance of the Certificate under such Petition for adjudication of Bankruptcy, to be holden on the 10th day of December next, at eleven o'clock in the forenoon precisely, at the Birmingham District Court of Bankruptcy, at Birmingham, when and where any of the creditors of the said bankrupt, who shall have given due notice of his intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shown to the contrary, or such other order will be made therein as the justice of the case may require.

MARTIN JOHN WEST, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 12th day of October, 1860, and filed in Her Majesty's District Court of Bankruptcy, at Leeds, against John Turner, of Halifax, in the county of York, Grocer, Dealer and Chapman, hath appointed a public sitting under such Petition for adjudication of Bankruptcy, to be holden on the 14th day of December next, at eleven o'clock in the forenoon precisely, at the Leeds District Court of Bankruptcy, at the Commercial-buildings, Leeds, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts; when and where any of the creditors of the said bankrupt who shall have given due notice of his intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed unless cause be then and there shown to the contrary, or such other order will be made therein as the justice of the case may require.

MARTIN JOHN WEST, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 11th day of October, 1860, and filed in Her Majesty's District Court of Bankruptcy, at Leeds, against Matilda Archer, of Filey, in the county of York, Grocer, hath appointed a public sitting under such Petition, to be holden on the 14th day of December next, at eleven in the forenoon precisely, at the Leeds District Court of Bankruptcy, Commercial-buildings, Leeds, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts; when and where any of the creditors of the said bankrupt, who shall have given due notice of his intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shown to the contrary, or such other order will be made therein as the justice of the case may require.

MARTIN JOHN WEST, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 15th day of November, 1859, and filed in Her Majesty's District Court of Bankruptcy, at Leeds, against Joshua Cawton and Edward Wood, both of Bradford, in the county of York, Commission Agents, Dealers and Chapman, and Copartners, hath appointed a public sitting under such Petition, to be holden on the 14th day of December next, at eleven o'clock in the forenoon precisely, at the District Court of Bankruptcy, at the Commercial-buildings, in

Leeds, for the allowance to the said Edward Wood 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 bankrupts, 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 13th day of September, 1860, and filed in Her Majesty's District Court of Bankruptcy, at Leeds, against John Thornhill, of Sheffield, in the county of York, Awl Blade Manufacturer, Dealer and Chapman, trading under the firm of Thornhill Brothers, hath appointed a public sitting under such Petition, to be holden on the 15th of December next, at ten in the forenoon 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 28th day of September, 1860, and filed in Her Majesty's District Court of Bankruptcy at Leeds, against George Swales, of the Rein Deer Hotel, Doncaster, in the county of York, Hotel Keeper, Wine and Spirit Merchant, hath appointed a public sitting under such Petition, to be holden on the 15th day of December next, at ten o'clock in the forenoon precisely, at the Leeds 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 of Bankruptcy, filed on the 22nd day of August, 1860, against James Heseltine, of the city of Norwich, Hotel Keeper and Postmaster, Dealer and Chapman, did, on the 14th day of November instant, allow the said James Heseltine a Certificate of the first class; and that such Certificate will be delivered to the said bankrupt, unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

THIS is to give notice, that Nathaniel Ellison, Esquire, the Commissioner acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 9th day of May, 1860, against Thomas Charlton Richardson, of West Auckland, in the county of Durham, Druggist, did, on the 15th day of November instant, allow the said Thomas Charlton Richardson a Certificate of Conformity of the third class; and that such Certificate will be delivered to the said bankrupt at the expiration of twenty-one days, 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 Nathaniel Ellison, Esquire, the Commissioner acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 5th day of June, 1860, against Joseph Bailes, of the town and county of Newcastle-upon-Tyne, Leather Seller, Dealer and Chapman, did, on the 15th day of November instant, adjudge that a Certificate of Conformity, as of the third class, be allowed to the said Joseph Bailes, subject to suspension until the 15th day of February, 1861; 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 Court of Bankruptcy, at Manchester, acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 15th day of August, 1860, against James McNulty and John McNulty, both of Ashton-under-Lyne, in the county of Lancaster, Joiners and Builders, and Copartners, trading under the firm of James and John McNulty, did, on the 15th day of November instant, allow James McNulty, one of the said bankrupts, a Certificate of conformity of the third class; and that such Certificate will be delivered to the said James McNulty, 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 24th day of August, 1860, and filed in Her Majesty's District Court of Bankruptcy, at Birmingham, against John Cottom, of Smethwick, in the county of Stafford, Boot and Shoe Maker, Dealer and Chapman, did, on the 14th day of November instant, allow the said John Cottom a Certificate of the third class, after a suspension of three months; and that such Certificate will be delivered to the said bankrupt, unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

GEORGE WILLIAMS SANDERS, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication in Bankruptcy, bearing date the 14th day of August, 1860, and filed in Her Majesty's District Court of Bankruptcy, at Birmingham, against Thomas Miles and Robert Miles, of Derby, in the county of Derby, Grocers and Tea Dealers, Dealers and Chapman, did, on the 19th day of November, 1860, allow the said Thomas Miles and Robert Miles a Certificate of the second class; and that such Certificate will be delivered to the said bankrupts, unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

GEORGE WILLIAMS SANDERS, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 31st day of July, 1860, and filed in Her Majesty's District Court of Bankruptcy, at Birmingham, against William Jeffries, of Hart's Hill, in the parish of Dudley, in the county of Worcester, Ironmaster, Dealer and Chapman, did, on the 14th day of November, 1860, allow the said William Jeffries a Certificate of the third class; and that such Certificate will be delivered to the said bankrupt, unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

GEORGE WILLIAMS SANDERS, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication in Bankruptcy, bearing date the 19th day of July, 1860, and filed in Her Majesty's District Court of Bankruptcy, at Birmingham, against George Stevenson, of Keele, in the county of Stafford, Shoe Manufacturer, did, on the 14th day of November, 1860, allow the said George Stevenson a Certificate of the third class; and that such Certificate will be delivered to the said bankrupt, unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

GEORGE WILLIAMS SANDERS, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication in Bankruptcy, bearing date the 21st day of April, 1860, and filed in Her Majesty's District Court of Bankruptcy, at Birmingham, against Henry Haywood (alias Joseph Haywood), of Whitefriars-lane, Coventry, in the county of Warwick, Ribbon Manufacturer, Dealer and Chapman did, on the 14th day of November, allow the said Henry Haywood a Certificate of the third class; and that such Certificate will be delivered to the said bankrupt, unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

WHEREAS a Petition of William Everingham, formerly of Conference-place, Great Thornton-street, out of business or employment, next of the Plough Inn, Robinson-row, near Fish-street, Licensed Victualler and Dealer in Cigars, and also during part of the time being a Tailor and Draper's Assistant, and late and now lodging at the Plough Inn, Robinson-row, near Fish-street aforesaid, out of business or employment, all the said places being in the town or borough of Kingston-upon-Hull, an insolvent debtor, having been filed in the County Court of Yorkshire, at the Townhall, Kingston-upon-Hull, and an interim order for protection from process having been given to the said William Everingham, under the provisions of the Statutes in that case made and provided, the said William Everingham is hereby required to appear before the said Court, on the 7th day of December next, at ten of the clock in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said William Everingham, or who 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, Lawgate, Kingston-upon-Hull, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of James Henry Payne, formerly of New Bridge-street, next of Oxford-street, then of Saint James-street, and afterwards of Dundas-street, all the said places being in Glasgow, and during all the above-mentioned residences, being a Searcher in Her Majesty's Customs, at Glasgow aforesaid, next of Shield Field-green, in Newcastle-on-Tyne, Landing Surveyor in Her Majesty's Customs, at Newcastle-on-Tyne aforesaid, then of Abbotsford-place, in Glasgow aforesaid, Landing Surveyor in Her Majesty's Customs, at the last-named place, afterwards of Orange-pole-place, in Greenock, Landing Surveyor in Her Majesty's Customs at Greenock aforesaid, then of Lister-street, afterwards of Coltman-street, next of Coburg-terrace, Anlaby-road, and afterwards of 67, Lister-street aforesaid, all the last-named places of residence being in the town or borough of Kingston-upon-Hull, Landing Surveyor in Her Majesty's Customs at Kingston-upon-Hull aforesaid, and late and now residing at 67, Lister-street, in Kingston-upon-Hull aforesaid, retired Landing Surveyor, on compensation for loss or abolition of office, 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 James Henry Payne, under the provisions of the Statutes in that case made and provided, the said James Henry Payne is hereby required to appear before the said Court, on the 7th day of December next, at ten of the clock in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes, and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said James Henry Payne, 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 Longbones, of George-street, Goole, Yorkshire, Railway Labourer, previously of Albert-street, Goole aforesaid, Railway Labourer and Beer-house Keeper, and Licensed Dealer in Ale, Porter, and Tobacco, an insolvent debtor, having been filed in the County Court of Yorkshire, at Goole, and an interim order for protection from process having been given to the said Robert Longbones, under the provisions of the Statutes in that case made and provided, the said Robert Longbones is hereby required to appear before Thomas Horncastle Marshall, Esq., Judge of the said Court, on the 11th 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 Robert Longbones, or that have any of his effects, are not to pay or deliver the same but to Mr. Thomas Wilson, Registrar of the said Court, at his office, No. 7, Banks-terrace, Goole, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Mary Jones, now and for the last twelve months and upwards of No. 31, Pelly-street, Cwmavon, near Talbach, in the hamlet of Michaelstone Lower, in the parish of Michaelstone-super-Avon, in the county of Glamorgan, Grocer and Tea Dealer, an insolvent debtor, having been filed in the County Court of Glamorganshire, at Neath, and an interim order for protection from process having been given to the said Mary Jones, under the provisions of the Statutes in that case made and provided, the said Mary Jones is hereby required to appear before the said Court, on the 12th of December next, at ten o'clock 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 Mary Jones, or that have any of her effects, are not to pay or deliver the same but to Mr. Isaac Morgan, Registrar of the said Court, at his office, at Neath, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of William Lewis, of Mill-lane, in the town of Aberystwyth, in the county of Cardigan, Grocer and Flour Dealer, an insolvent debtor, having been filed in the County Court of Cardiganshire, at Aberystwyth, and an interim order for protection from process having been given to the said William Lewis, under the provisions of the Statutes in that case made and provided, the said William Lewis is hereby required to appear before the said Court, on the 20th day of December next, at one of the clock in the afternoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said William Lewis, or that have any

of his effects, are not to pay or deliver the same but to Mr. John Jenkins, Registrar of the said Court, at his office, at Aberystwyth, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of George Earl Chambers, formerly of No. 10, Tavistock-street, Plymouth, in the county of Devon, Baker and Confectioner, and then and now of Catdown, Plymouth aforesaid, Baker and Grocer, an insolvent debtor, having been filed in the County Court of Devonshire, at St. George's Hall, East Stonehouse, and an interim order for protection from process having been given to the said George Earl Chambers, under the provisions of the Statutes in that case made and provided, the said George Earl Chambers is hereby required to appear before the said Court, on the 5th 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 George Earl Chambers, or that have any of his effects, are not to pay or deliver the same but to Mr. Parmenas Pearce, Registrar of the said Court, at his office, St. George's Hall, East Stonehouse, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Job Wiltshire, of Wellington-street, Aldershot, in the county of Hants, in lodgings, some time since working with a Horse and Cart, and now out of business; an insolvent debtor, having been filed in the County Court of Surrey, at Farnham, and an interim order for protection from process having been given to the said Job Wiltshire, under the provisions of the Statutes in that case made and provided, the said Job Wiltshire, is hereby required to appear before the said Court, on the 4th 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 Job Wiltshire, 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 Ward, late of the Chester Arms Inn, Ashe, in the parish of Ashe and Normandy, in the county of Surrey, Licensed Victualler, and now of Ashe Vale, in the parish of Ashe and Normandy aforesaid, out of business, an insolvent debtor, having been filed in the County Court of Surrey, at Farnham, and an interim order for protection from process having been given to the said John Ward, under the provisions of the Statutes in that case made and provided, the said John Ward is hereby required to appear before the said Court, on the 4th day of December next, at one of the clock in the afternoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said John Ward, 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 Charles Horatio Horsman, at present and for seven months last past residing and lodging at No. 54, Walnut-street, in the township of Hulme, and for twelve months previously thereto at No. 39, Welcomb-street, in the township of Hulme aforesaid, in the county of Lancaster, and being an Actor engaged at the Queen's Theatre, Manchester, in the said county, and for seven months previously thereto residing and lodging in Norfolk-street, and at No. 69, Arundel-street, both in Sheffield, in the county of York, and during all such last-mentioned period engaged as an Actor at the Theatre Royal, Sheffield aforesaid, and for seven months previously thereto residing and lodging at No. 39, Welcomb-street aforesaid, and engaged as an Actor at various Theatres in the provincial Towns of England for a few nights at each Town, and for six months previously thereto residing and lodging in Clarence-street, Cheltenham, in the county of Gloucester, and being, during all such last-mentioned period, the Manager of the Theatre Royal, Cheltenham, and for two years and four months previously thereto residing and lodging in Welcomb-street aforesaid, and in Clopton-street, in the said township of Hulme, and during all such last-mentioned period being engaged as an Actor, at various Theatres in the provincial Towns of England, for short periods at each, an insolvent debtor, having been filed in the County Court of Lancashire, at Salford, and an interim order for protection from process having been given to the said Charles Horatio Horsman, under the

provisions of the Statutes in that case made and provided, the said Charles Horatio Horsman is hereby required to appear before the said Court, on the 27th of November instant, 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 Charles Horatio Horsman, or that have any of his effects, are not to pay or deliver the same but to Mr. Frederick Copley Hilton, Registrar of the said Court, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of George Goldsack Stokes, of Sevenoaks, in the county of Kent, Upholsterer, Cabinet Maker, Undertaker, Paper Hanger, Bell Hangar, Dealer and Chapman, an insolvent debtor, having been filed in the County Court of Kent, at Sevenoaks, and an interim order for protection from process having been given to the said George Goldsack Stokes, under the provisions of the Statutes in that case made and provided, the said George Goldsack Stokes is hereby required to appear before the said Court, on the 14th 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 Goldsack Stokes, or that have any of his effects, are not to pay or deliver the same but to Mr. William Francis Hickroft, Registrar of the said Court, at his office, at Sevenoaks, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of George Hurley, from October, 1859, to April, 1860, residing in Stogursey, in the county of Somerset, Baker and Shopkeeper, from April, 1860, to October following, residing at and keeping the Sheep Market Inn, Fryern-street, Bridgwater, in the said county, Licensed Victualler, and also carrying on at Stogursey aforesaid, from April, 1860, to the month of June following, the trade of a Baker, an insolvent debtor, having been filed in the County Court of Somersetshire, at Bridgwater, and an interim order for protection from process having been given to the said George Hurley, under the provisions of the Statutes in that case made and provided, the said George Hurley is hereby required to appear before the said Court, on the 7th 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 George Hurley, or that have any of his effects, are not to pay or deliver the same but to Mr. Henry Lovibond, Registrar of the said Court, at his office, at Bridgwater, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Algernon Thomas Brown, residing at No. 7, Victoria-street, Swindon, in the county of Wilts, a Clerk employed in the Locomotive Department of the Great Western Railway Company's Factory, at New Swindon, in the said parish of Swindon, and previously residing at No. 7, Alma-terrace, New Swindon, in the said parish of Swindon, and then and there carrying on the trades or businesses of a Grocer, Tea Dealer, Provision Merchant, and Stationer, an insolvent debtor, having been filed in the County Court of Wiltshire, at the Town-hall, Swindon, and an interim order for protection from process having been given to the said Algernon Thomas Brown, under the provisions of the Statutes in that case made and provided, the said Algernon Thomas Brown is hereby required to appear before the said Court, on the 12th of December next, at one 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 Algernon Thomas Brown, or that have any of his effects, are not to pay or deliver the same but to Mr. James Copleston Townsend, Registrar of the said Court, at his office, High-street, Swindon, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of William Brown, of Scambllesby, in the county of Lincoln, Blacksmith and Beerhouse Keeper, an insolvent debtor, having been filed in the County Court of Lincolnshire, at the Court-house, Horncastle, and an interim order for protection from process having been given to the said William Brown, under the provisions of the Statutes in that case made and provided, the said William Brown is hereby required to appear before the said Court, on the 5th day of December next, at eleven of the o'clock in the forenoon precisely, for his first examination

touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes, and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said William Brown, or that have any of his effects, are not to pay or deliver the same but to Mr. Richard Clitheroe, Registrar of the said Court, at his office, at Horncastle, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of John Cartwright, of Tetford, in the county of Lincoln, Butcher, an insolvent debtor, having been filed in the County Court of Lincolnshire, at the Court-house, Horncastle, and an interim order for protection from process having been given to the said John Cartwright, under the provisions of the Statutes in that case made and provided, the said John Cartwright is hereby required to appear before the said Court, on the 5th day of December next, at eleven of the 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 creditors' assignees is to take place at the time so appointed. All persons indebted to the said John Cartwright, or that have any of his effects, are not to pay or deliver the same but to Mr. Richard Clitheroe, Registrar of the said Court, at his office, at Horncastle, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Charles Wittet Poynter, otherwise Charles Willit Poynter, of Patrington, in the county of York, Commander in Her Majesty's Navy, retired, late Lieutenant in Her Majesty's Coast Guard Service, an insolvent debtor, having been filed in the County Court of Yorkshire, at Hedon, and an interim order for protection from process having been given to the said Charles Wittet Poynter, under the provisions of the Statutes in that case made and provided, the said Charles Wittet Poynter, is hereby required to appear before the said Court, on the 30th day of November instant, 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 Charles Wittet Poynter, or that have any of his effects, are not to pay or deliver the same but to Mr. Arthur Iveson, Registrar of the said Court, at his office, at Hedon, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Paul Edmonds, formerly of the parish of Skenfrith, in the county of Monmouth, Stone Mason, Builder, and Contractor, in lodgings, and at present and for upwards of six months last past of Rock Cottage, near Norton Gate, in the parish of Skenfrith aforesaid, Stone Mason, Builder, and Contractor, 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 Paul Edmonds, under the provisions of the Statutes in that case made and provided, the said Paul Edmonds is hereby required to appear before the said Court, on the 10th 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 Paul Edmonds, 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 Joseph James, late of Mount Pleasant Inn, Pillowell, in the township of West Dean, in the county of Gloucester, Miner, also carrying on the business of a Licensed Brewer and Retailer of Beer, Ale, Porter, Cider, and Tobacco, under the name of Sarah Miles, part of the time, namely, about two years being a Stone Quarry Occupier, and occasionally a Labourer, 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 Joseph James, under the provisions of the Statutes in that case made and provided, the said Joseph James is hereby required to appear before the said Court, on the 10th day of December next, at 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 Joseph James, 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 John Thomas, formerly of Croft-handy, in the parish of Gwennap, in the county of Cornwall, Innkeeper and Butcher, and then of Saint Day, in the said parish, Miner, and now of Bissoe, in the said parish, Butcher, an insolvent debtor, having been filed in the County Court of Cornwall, at the Townhall, Redruth, and an interim order for protection from process having been given to the said John Thomas, under the provisions of the Statutes in that case made and provided, the said John Thomas is hereby required to appear before the said Court, on the 6th day of December next, at eleven o'clock in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said John Thomas, or that have any of his effects, are not to pay or deliver the same but to Mr. John L. Peter, Registrar of the said Court, at the Townhall, Redruth, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of William Paull, of Trevenson-terrace, Camborne, in the county of Cornwall, Mason, an insolvent debtor, having been filed in the County Court of Cornwall, at the Townhall, Redruth, and an interim order for protection from process having been given to the said William Paull, under the provisions of the Statutes in that case made and provided, the said William Paull is hereby required to appear before the said Court, on the 6th of December next, at eleven o'clock in the forenoon precisely for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said William Paull, or that have any of his effects, are not to pay or deliver the same but to Mr. John Luke Peter, Registrar of the said Court, at his office, at the Townhall, Redruth, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of James Parfitt, at present and for seven years now last past, residing and carrying on business as a Huckster and Provision Dealer, at Commonsidge Pensnett, in the parish of Kingswinford, in the county of Stafford, and also for about the first three years and five months of that time working as a Miner, and for about the next four months of that time carrying on the business of a Butty Miner, at the Old Park Colliery, in partnership with Alexander Hughes, and for about the next sixteen months of that time carrying on the business of a Butty Miner, at the same place, in partnership with Peter Parfitt, and for about the last year and eleven months carrying on the business of a Butty Miner, at the Wallows Colliery, Harts Hill, in the county of Worcester, in partnership with Benjamin Griffiths, an insolvent debtor, having been filed in the County Court of Worcestershire, at Stourbridge, and an interim order for protection from process having been given to the said James Parfitt, under the provisions of the Statutes in that case made and provided, the said James Parfitt is hereby required to appear before the said Court, on the 12th day of December next, at ten o'clock in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said James Parfitt, or that have any of his effects, are not to pay or deliver the same but to Mr. John Harward, Registrar of the said Court, at his office, at Stourbridge, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Edward Jones Jarratt, of High-street, Brierley Hill, in the county of Stafford, General Stationer, Picture Dealer, Book Binder, and Picture Framer, an insolvent debtor, having been filed in the County Court of Worcestershire, at Stourbridge, and an interim order for protection from process having been given to the said Edward Jones Jarratt, under the provisions of the Statutes in that case made and provided, the said Edward Jones Jarratt is hereby required to appear before the said Court, on the 12th 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 Edward Jones Jarratt, or that have any of his effects, are not to pay or deliver the same but to Mr. John Harward, Registrar of the said Court, at his office, at Stourbridge, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Simeon Round, at present and for two years and about nine months next immediately preceding the time of filing this Petition residing at Bank-street, Brierley-hill, in the county of Stafford,

Journeyman Blacksmith, for three years and about three months previously thereto residing at Lock's-lane, Brierley-hill aforesaid, Journeyman Blacksmith, and for one year and about ten months previously thereto residing at Swan Village, Westbromwich, in the said county of Stafford, Journeyman Blacksmith, an insolvent debtor, having been filed in the County Court of Worcestershire, at Stourbridge, and an interim order for protection from process having been given to the said Simeon Round, under the provisions of the Statutes in that case made and provided, the said Simeon Round is hereby required to appear before the said Court, on the 12th 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 Simeon Round, or that have any of his effects, are not to pay or deliver the same but to Mr. John Harward, Registrar of the said Court, at his office, at Stourbridge, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Thomas Abell, at present and for two years and upwards residing at Kidderminster, in the county of Worcester, and from September, 1858, down to the month of March, 1859, carrying on the trade of a Retail Coal Seller, and from March, 1859, to the month of March, 1860, being employed as a Manager of a Coal-yard belonging to Mr. John Findon, of Kidderminster, and from the month of March, 1860, to the 6th of October, 1860, being employed as Manager of the Severn steamer, plying between Stourport and Gloucester, and also from the first-mentioned date of September, 1858, down to the 29th of September, 1860, carrying on the trade of a Market Gardener, and from the said 6th of October, 1860, to the present time being out of business, an insolvent debtor, having been filed in the County Court of Worcestershire, at Kidderminster, and an interim order for protection from process having been given to the said Thomas Abell, under the provisions of the Statutes in that case made and provided, the said Thomas Abell is hereby required to appear before the said Court, on the 12th 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 Thomas Abell, or that have any of his effects, are not to pay or deliver the same but to Mr. William Talbot, Registrar of the said Court, at his office, in Kidderminster, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of Allen Measor, formerly of No. 11, Brunswick-place North, Brighton, afterwards of No. 89, George-street, Cliftonville, Hove, then of No. 27, Church-street, Cliftonville, and now again of No. 89, George-street aforesaid, Baker, Pastrycook, and Confectioner, all in the county of Sussex, an insolvent debtor, having been filed in the County Court of Sussex, at Brighton, and an interim order for protection from process having been given to the said Allen Measor, under the provisions of the Statutes in that case made and provided, the said Allen Measor is hereby required to appear before the said Court, on the 24th day of November instant, 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 notice is hereby given that the choice of Assignees is to take place at the time so appointed. All persons indebted to the said Allen Measor, or that have any of his effects, are not to pay or deliver the same but to Mr. Ewen Evershed, Registrar of the said Court, at his office, in Princes-street, Old Steine, Brighton, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of George Martin Tuppen, formerly of No. 7, Russell-square, Brighton, in the county of Sussex, Grocer and General-shop Keeper, and part of the time also a Pork Butcher, and now of No. 15, Wellington-terrace, Brighton aforesaid, out of business, an insolvent debtor, having been filed in the County Court of Sussex, at Brighton, and an interim order for protection from process having been given to the said George Martin Tuppen, under the provisions of the Statutes in that case made and provided, the said George Martin Tuppen is hereby required to appear before the said Court, on the 24th day of November instant, at ten o'clock in the forenoon precisely, for his first examination touching his debts, estate, and effects and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said George Martin Tuppen, or that have any of his effects, are not to pay or deliver the same, but to Mr. Ewen Evershed, Registrar of the said Court, at his Office, in Princes-street, Old Steine, Brighton, the Official Assignee of the estate and effects of the said insolvent.

WHEREAS a Petition of John Savory, of North Repps, in the county of Norfolk, Shoemaker, previously of Overstrand, in the said county, Shoemaker, and Tax Collector for the last-mentioned parish, an insolvent debtor, having been filed in the County Court of Norfolk, at Norwich, and an interim order for protection from process having been given to the said John Savory, under the provisions of the Statutes in that case made and provided, the said John Savory is hereby required to appear before the said Court, on the 3rd day of December next, at eleven o'clock in the forenoon precisely, for his first examination touching his debts, estates, and effects, and to be further dealt with according to the provisions of the said statutes; and notice is hereby given, that the choice of assignees is to take place at the time so appointed. All persons indebted to the said John Savory, or that have any of his effects, are not to pay or deliver the same but to Mr. Thomas Hitchen Palmer, Registrar of the said Court, at his office, at Norwich, the Official Assignee of the estate and effects of the said insolvent.

In the Matter of the Petition of Thomas Roberts, now and for the last four months past residing in lodgings at No. 28, Harbord-street, Edgehill, within Liverpool, in the county of Lancaster, Inspector of Gas Meters, previously thereto residing in lodgings during twelve months at No. 39, Woodside-street, within Liverpool aforesaid, Labourer at the Eccles-street Gas Works, previously during eighteen months residing in lodgings alternately at Penmachno, Tyngroes, Talbont, and Trefrew, all near Llanwrst, in North Wales, being at that period a Police Constable, and subject to be ordered from one place to the other within the district, previously during twelve months residing in a furnished cottage at Penmorfa, near Portmadoc, in North Wales, Farm Bailiff, previously during six months residing in lodgings at St. Paul's-square, within Liverpool aforesaid, Porter at a Cotton Warehouse, previously during three months residing in lodgings at Llanbedrog, in North Wales, out of business, previously during ten years residing at Llanbedrog aforesaid, and carrying on business there as a Farmer and Dealer in Cattle.

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 5th 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 Patrick Allen, now and for eight months last past residing in lodgings at No. 190, Bedford-street, Toxteth-park, Liverpool, in the county of Lancaster, Commercial Traveller, for nine months immediately previous thereto residing in lodgings at No. 43, Hill-street, Toxteth-park aforesaid, out of business and employment, for three years immediately previous thereto residing in lodgings at No. 8, Collins-street, Toxteth Park aforesaid, for about fifteen months of such last mentioned period carrying on business as a Grocer and Tea Dealer, at No. 79, Stanhope-street, Toxteth Park aforesaid, and for the remainder thereof being a Commercial Traveller, and for about six months immediately previous to the said last-mentioned period residing and carrying on business as a Grocer and Tea Dealer, at No. 222, Park-road, Toxteth Park 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 5th 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 James Jones, now and for twelve months last past residing at No. 243, Derby-road, Kirkdale, near Liverpool, in the county of Lancaster, and for the last eleven months of such period carrying on business at the same place as a Boot and Shoe Maker, and occasionally letting Apartments.

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 5th 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 William Hughes Goff, now and for three weeks last past residing in lodgings at No. 158, Field-street, in the borough of Liverpool, in the county of Lancaster, out of business, for three years immediately previous thereto residing and carrying on business as a Butcher and Provision Dealer, at No. 86, Dublin-street, 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 5th 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 Robert Morrison Fox, now and for one month last past residing at No. 31, Johnson-street, Walton-road, Kirkdale, near Liverpool, in the county of Lancaster, and for five months immediately previous thereto residing at No. 29, Johnson-street aforesaid, being during both periods Agent to the Prudential Life Assurance Company, for twenty-two months immediately previous thereto residing in lodgings at No. 5, Rock-view, Bootle, near Liverpool, in the county of Lancaster, for three months immediately previous thereto residing at No. 78, Aughton-street, Everton, within the borough of Liverpool, in the county of Lancaster, and during the two last-mentioned periods following no employment.

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 5th 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 William Ainscough, now and for the last four years past residing at No. 3, Peach-street, within Liverpool, in the county of Lancaster, Wheelwright and Blacksmith, and carrying on those trades at the adjoining premises, No. 1, in Peach-street aforesaid, during the like period, and during three months of such period, namely from October, 1859, to January, 1860, having taken out a licence as a Car Owner, and having during such period placed the name "William Ainscough" upon another person's car, in order to retain possession of the same, and to secure payment from the Owner thereof for repairs done to the said car, and also having occasionally been a Dealer in Coals.

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 5th 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 Jimima Bolton, formerly of Cumberland-street, Church-street, Grocer, Tea, and General Provision Dealer, and also Dealer in Stationery and Small Wares, and late and now residing in Cumberland-street, Church-street, aforesaid, out of business or employment; 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 7th 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 Francis Jubbs, formerly of No. 13, Wakefield-street, Journeyman Brass Founder and Gas Fitter, and late and now residing at No. 28, Myton-gate, Tinner, Brazier, Brass Founder, and Gas Fitter; 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 7th 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 Richard Steele, of Saint Peter's, Jetty-road, Great Yarmouth, in the county of Norfolk, Beerhouse and General Shopkeeper, and Clerk to a Notary Public.

NOTICE is hereby given, that Thomas Jacob Birch, Esq., Judge of the County Court of Norfolk, at Great Yarmouth, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 30th day of November instant, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Robert Nicholls, of Reedham, in the county of Norfolk, Boot and Shoe Maker, and occasionally Dealer in Meat and Ketchup.

NOTICE is hereby given, that Thomas Jacob Birch, Esq., Judge of the County Court of Norfolk, at Great Yarmouth, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 30th day of November instant, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of James Blood, of No. 15, Lower-green, Newcastle-under-Lyme, in the county of Stafford, Shopkeeper and Fellmonger.

NOTICE is hereby given, that the County Court of Staffordshire, at Newcastle-under-Lyme, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 5th 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 William Harp'am Brown, of Wainfleet, All Saints, in the county of Lincoln, Plumber and Glazier, Painter and Gasfitter, an Insolvent Debtor.

NOTICE is hereby given, that the County Court of Lincolnshire, at Spilsby, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 7th day of December next, at nine of the o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of John Lammin, of Stickford, in the county of Lincoln, Miller and Baker, afterwards of the same place, Miller, Baker, and Farmer, and afterwards of the same place, Miller and Baker, and now of the same place, out of business or employment, an Insolvent Debtor.

NOTICE is hereby given, that the County Court of Lincolnshire, at Spilsby, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 7th day of December next, at nine of the o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Joseph Morse, from January, 1856, to June, 1859, residing at Chilton Polden, within the parish of Moorlinch, in the county of Somerset, Baker, from June, 1859, and now residing at Chilton Polden aforesaid, out of business or employment.

NOTICE is hereby given, that Charles Saunders, Esq., Judge of the County Court of Somersetshire, at Bridgewater, 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 nine o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Samuel Ackland, late of Bath-road, Bridgewater, in the county of Somerset, and there carrying on the trade or business of a Grocer and General-shop Keeper, and working as a Gardener, previously residing at the same place, carrying on the trade or business of a Grocer and General-shop Keeper, Haulier, Cowkeeper, and occasionally letting lodgings formerly residing at the same place, and there carrying on the trades or businesses of a Grocer and General-shop-keeper, working as a Gardener, and occasionally letting lodgings.

NOTICE is hereby given, that Charles Saunders, Esq., Judge of the County Court of Somersetshire, at Bridgewater, 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 nine o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of William Vivian, from October, 1856, to August, 1858, residing at Bridgewater, in the county of Somerset, Licensed Victualler, keeping the Commercial Inn, Bridgewater aforesaid, from August, 1858, to December 1858, residing at Bridgewater aforesaid, Licensed Victualler, keeping the Commercial Inn aforesaid, and the Ship-a-Ground Inn, Eastover, Bridgewater aforesaid, from December, 1858, to September 13, 1860, residing at Bridgewater aforesaid, Licensed Victualler, keeping the Ship-a-Ground Inn aforesaid from September 13, 1860, and now residing at Bridgewater aforesaid, out of business or employment.

NOTICE is hereby given, that Charles Saunders, Esq., Judge of the County Court of Somersetshire, at Bridgewater, 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 nine o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

JOHAN TYRRELL, Esq., Judge of the County Court of Devonshire, at Exeter, authorized to act under a Petition of Insolvency, bearing date the 2nd day of August, 1860, presented by James Sayer, of Sidwell-street, in the county of the city of Exeter, Cabinet Maker and Upholsterer, will sit on the 11th day of December next, at ten o'clock in the forenoon precisely, at the Castle at Exeter, 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 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 Stephen Ryder Dampier, formerly of St. James's-street, London, and presently residing at No. 68, George-street, Edinburgh, were sequestrated on the

16th day of November, 1860, by the Lord Ordinary officiating on the Bills in the Court of Session.

The first deliverance is dated 16th November, 1860.

The meeting to elect the Trustee and Commissioners is to be held at one o'clock afternoon, on Tuesday, the 27th day of November, 1860, in Dowell's & Lyon's Rooms, No. 18, George-street, Edinburgh.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 16th day of March, 1861.

The Sequestration has been remitted to the Sheriff of the county of Edinburgh.

A Warrant of Protection has been granted to the Bankrupt.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

MILLER & CRAWFORD, S.S.C., Agents.
Edinburgh, 59, George-square,
November 16, 1860.

THE estates of Andrew McMath, Boot and Shoe Manufacturer, in Glasgow, and sometime Boot and Shoe Dealer in Manchester, were sequestrated on 13th November, 1860, by the Sheriff of Lanarkshire.

The first deliverance is dated the 13th November, 1860.

The meeting to elect the Trustee and Commissioners is to be held at one o'clock afternoon, on Friday the 23rd November, 1860, 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 13th March, 1861.

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.

JOSEPH TAYLOR, Solicitor,
Buchanan-street, Glasgow, Agent.

THE estates of Thomas Forrest, Grocer and Wine and Spirit Merchant in Greenock, were sequestrated on the 15th day of November, 1860, by the Sheriff of the county of Renfrew.

The first deliverance is dated 15th November, 1860.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, on Saturday, the 24th day of November, 1860, within the White Hart Inn, in Greenock.

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 15th day of March, 1861.

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.

WM. MCCLURE,
Writer, Greenock, 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 Tuesday the 4th December, 1860, at half past Ten o'clock precisely, before Mr. Commissioner Nichols.

Sarah Ann Sleep, of No. 2, Union Cottage, Hornsey-road, Holloway, Middlesex, Toy Dealer and Fancy Repository Keeper.

John Matthias Jones, sued as John Matutway Jones, formerly of Albert Cottage, Albert-street, Penton street, Walworth, Surrey, Clerk to a Manchester Warehouseman, and now of No. 47, Argyle-square, Euston road, St. Pancras, Middlesex, out of employment.

Joseph Whittock, formerly of No. 38, Weymouth Mews, Portland-place, Coachman, and next and now of No. 2, Devonshire Mews, South, Portland-place, Middlesex, Cab Driver.

Esther Jackson, of No. 3, Great Chart-street, Pitfield-street, Hoxton, Middlesex, Widow, Comb Dealer.

Michael Robert Jenkins, formerly of No. 1, Lansdowne-place, Lower-road, Richmond, then of Box Cottage, Petersham, both in Surrey, then of No. 1, Jewin-street, Cripplegate, in the city of London, and next and now of No. 97, St. Paul's-road, Lorimer-square, Walworth, Surrey, travelling on Commission for a Wine Merchant, and on several occasions buying and selling on his own account.

James Wildy, of No. 25, Bell-yard, Lincoln's-inn-fields, Middlesex, Law Bookseller.

Adam Gilfillan, formerly of No. 1, Green-lane, Greenwich, then lodging at Bexley Heath, both in Kent, Draper's Traveller, then of Milton House, Bexley Heath aforesaid, Greengrocer, and lately also a Draper's Traveller.

On Wednesday the 5th December, 1860, at Eleven o'Clock precisely, before Mr. Chief Commissioner Law.

William James Ward, known as W. J. Ward, and sued as William Ward, formerly of No. 7, Theberton street, Gibson-square, Islington, Middlesex, Greengrocer's Foreman, and now of No. 82, London-road, Southwark, Surrey, Greengrocer and Coal Dealer.

Ann Quibell, Widow, formerly of Surfleet Marsh, near Spalding, Lincolnshire, Farmer and Grazier, next of Spalding aforesaid, then of No. 41, Eastfield-street, Limehouse-fields, Limehouse, next of Wellington-street, Whitechapel-road, then of No. 4, York-place, Stepney, and next and now of No. 25, Regent's-road, Bow-common, Stepney all in Middlesex, in no business.

Stephen Mellish, formerly of No. 133, Leadenhall-street, then of No. 10, St. Mary Axe, both in the city of London, Ship and Insurance Agent, then of last-named place and business, and also in copartnership with Thomas Verrill, as Owners of the ship Frolic, and then and now of same place, Ship and Insurance Agent, and during the whole time also of No. 141, High-street, Shadwell, Middlesex.

James Spong, of No. 3, Whithy-place, Lock's-fields, Walworth, Surrey, Grocer, Cheesemonger, and Tobacconist.

James Gill, formerly of No. 2, Wellington-place, Commercial-road, East, and carrying on business at No. 8, London-street, Fenchurch-street, in copartnership with Edmund Phillips and Edmund George Phillips, trading as Edmund Phillips, Son, and Co., General Merchants, and then and now of No. 1, Clyde-terrace, Limehouse, all in Middlesex, for part of the time Wine Merchant's Clerk, now out of business.

George Astle, formerly of No. 12, Alma-terrace, Newcross, Deptford, Kent, then of No. 49, Mason-street, Peckham, Surrey, then lodging at Cunningham's Coffee-house, London-wall, London, and now of Devonshire Cottage, Kennington Oval, Surrey, Journeyman Book-binder.

On Thursday the 6th December, 1860, at half past Ten o'Clock, before Mr. Commissioner Nichols.

John Henry Rawll, No. 139, Leadenhall-street, in the city of London, Tailor and Draper.

William Schild, formerly of No. 1, Tapp-street, Three Colt-lane, Baker, then of the same place, and of No. 6, Morpeth-street, both in Bethnal-green, Middlesex, and then and now of No. 6, Morpeth-street aforesaid, Bread-seller, Grocer, Cheesemonger, and General Chandler's Shop-keeper.

Charles Bill, late of No. 27A, Marchmont-street, Burton-crescent, at the same time of No. 48c, Chapel-street, and during part of the time renting apartments at No. 1, Ossulton-street, both in Somers'-town, all in Middlesex, and now of No. 48c, Chapel-street aforesaid, Boot and Shoe Maker.

James John Mortlock, of No. 13, Percy Villas, Northumberland-park, previously of Fremont Villa, Summerhill-road, and formerly of No. 11, Ellington-terrace, Liverpool-road, Islington, all in Middlesex, Merchant's Clerk.

George Ricketts, formerly of No. 3, John-street, then of No. 2, Globe-place, and next and now of No. 12, St. George's-street, all in the Commercial-road, Peckham, Surrey, Journeyman Carpenter.

William Harris, formerly of No. 3, Waterloo-terrace, Lewisham-road, in copartnership with Nicholas Charles Simmons, trading as Harris and Simmons, Plumber, Painters, and Gasfitters, at the same time renting and occupying as a workshop a stable at Mr. Edward Taylor's yard, Lewisham-street, all in Lewisham, Kent, and next and now of first named place, and part of the time renting and occupying the stable aforesaid, Plumber, Painter, and Gasfitter.

Abraham Cawston, of No. 22, Loughborough-road, Brixton, Surrey, and previously of No. 24, Camden-town-road, Camden-town, Middlesex, out of business, during all such

time tenant of Walton's-hall-farm, Mucking, Essex, and formerly of the farm aforesaid, Farmer, and acting as Manager of the South Essex pack of Foxhounds.

Henry Samuel Harvey Wallis, also called Henry Wallis, formerly of Wells-street, Oxford-street, Silk Mercer's Clerk, then of No. 22, Harrington-street, Hampstead-road, then of No. 22, Saint James's-road, Victoria-park, Clerk to a Cocoa Maker, then of No. 19, Cambridge-terrace, Islington, then of No. 3, Saint James's-terrace, Kentish-town-road, all in Middlesex, out of employment, then of Heybridge, near Maldon, Essex, Clerk to an Agricultural Implement Maker, and now of No. 37, Mary-street, Hampstead-road, Middlesex, out of employment.

N.B.—1. Any creditor may attend and give evidence and produce witnesses. Opposition can only be made by the Creditor in person or by Counsel appearing for him.

2. The petition and schedule, and all books, papers, and writings filed, will be produced by the proper officer for inspection and examination until two clear days before the hearing.

3. Creditors' assignee may be chosen according to the Statute.

4. Persons indebted to the said Insolvent Debtors respectively, or having any of their effects, are to pay and deliver the same to the Official Assignee being the Provisional Assignee of the Court, at the said Court, and to no other person.

COURT FOR RELIEF OF INSOLVENT DEBTORS.

The 17th day of November, 1860.

ASSIGNEES have been appointed in the following Cases. Further particulars may be learned at the Office, in Portugal-Street, Lincoln's-Inn-Fields, on giving the number of the Case.

Sidney Smith, late of 14, Blundell-street, Caledonian-road, Islington, Middlesex, Journeyman Carpenter; Thomas Pell, Assignee.

Charles Joseph Eydmann, late of 2, Devonshire-place, Chiswick, Middlesex, Journeyman Carpenter; Henry Eydmann, Assignee.

John Dey, late of 120, Pentonville-road, Islington, Middlesex, Licensed Retailer of Beer, and Builder; Geo. Edwards Chittenden, Assignee.

Archibald Jenkins Bowden, late of 28, Lower Rosomon-street, Clerkenwell, Middlesex, Greengrocer, &c.; Isaac Peart, Assignee.

George Goodwin, late of the "Cross Keys," Wood-street, Cheap-side, London, out of business; Caleb Smith, Assignee.

COURT FOR RELIEF OF INSOLVENT DEBTORS.

The 17th day of November, 1860.

ORDERS have been made, vesting in the Provisional Assignee the Estates and Effects of the following Persons:

On their own Petitions.

William Chapman, late of No. 4, Richmond-place, East-street, Walworth, Surrey, Carrier.—In the Debtors' Prison for London and Middlesex.

Daniel Robertson, late of No. 17, New Millman-street, Russell-square, Middlesex, out of business and employment.—In the Debtors' Prison for London and Middlesex.

Alfred Robert Welham, late of No. 6, Manor-terrace, Southampton-street, Camberwell, Surrey, and No. 5, Abchurch-yard, London, Shipping and Insurance Agent.—In the Debtors' Prison for London and Middlesex.

James Zacharias Williams, late of No. 7, Claremont-row, Barnsbury, Middlesex, having offices at Woburn-chambers, Henrietta-street, Covent-garden, Middlesex.—In the Debtors' Prison for London and Middlesex.

George Coulson James, late of 5, Torrington-square, Bloomsbury, Middlesex.—In the Queen's Prison.

- Charles Cornwell, late of No. 3, Greenhill-rents, Cow-cross, West Smithfield, London, Publican's Potman.—In the Debtors' Prison for London and Middlesex.
- Samuel Healey, late of No. 20, Downshire-hill, Hampstead, Middlesex, and No. 180, Upper Thames-street, London, Merchant and General Agent.—In the Debtors' Prison for London and Middlesex.
- Thomas Blinckow Warwick, late of No. 9, Church-row, Aldgate, London, Coal and Potatoe Dealer.—In the Debtors' Prison for London and Middlesex.
- Stephen Maslem, late of No. 89, Charlotte-street, Fitzroy-square, Middlesex, Upholsterer, Cabinet Maker, and Undertaker.—In the Debtors' Prison for London and Middlesex.
- Thomas Lovelock, late of No. 1A, Pembroke-terrace, Earl-street, Kensington, Middlesex, Grocer, Tea Dealer, and General-shop Keeper, occasionally acting as a Jobbing Coachman.—In the Debtors' Prison for London and Middlesex.
- Thomas Robert William Meggs, late of No. 23, Havelock-road, Wells-street, Hackney, Middlesex, Builder.—In the Debtors' Prison for London and Middlesex.
- James Franks, late of High-street, Wandsworth, Surrey Plumber, Gasfitter, Glazier, Painter, and Ornamental Decorator.—In the Gaol of Surrey.
- Benjamin William Wallis, late of No. 1, Orchard-street, Crisp-street, Poplar New Town, Middlesex, Shipwright.—In the Debtors' Prison for London and Middlesex.
- George William Stevenson, late of High-street, Dunstable, Bedford, Tailor and Draper.—In the Debtors' Prison for London and Middlesex.
- George Thomas Braine, late of Rue du Chemin de Versailles, Paris, France, Merchant and Agent.—In the Debtors' Prison for London and Middlesex.
- George Thomas Simpson, late of No. 9, Portland-terrace, Lower-road, Rotherhithe, Surrey, Surgeon and Apothecary.—In the Gaol of Surrey.
- Edward Thomas Gover, late of No. 3, Walker's-terrace, Cambridge-road, Mile End, Middlesex, Lithographic Draughtsman, Map Publisher, and Author.—In the Debtors' Prison for London and Middlesex.
- William George Collins, late of No. 46, Great Cambridge-street, Hackney-road, Middlesex, Boot and Shoe Maker.—In the Debtors' Prison for London and Middlesex.
- Samuel Whitbread Webb, late of Beulah-cottage, King's-road, Camden-town, Middlesex, Journeyman Baker.—In the Debtors' Prison for London and Middlesex.
- Edward Genge Pardon, late of the corner of White Hart-lane, Tottenham, Middlesex, Commission Agent and Dealer in Manufactured stuffs.—In the Debtors' Prison for London and Middlesex.
- William Peacock, late of No. 34, Monkwell-street, London, and No. 13, Naverino-place, Dalston, Middlesex, Carpet and Rug Warehouseman and Commission Agent.—In the Debtors' Prison for London and Middlesex.
- Thomas Johnson, late of No. 39, Gloucester-street, Camden-town, Middlesex, Attorney at Law.—In the Debtors' Prison for London and Middlesex.
- George Fildes, late of No. 17, Harrison-street, Grays Inn-road, Middlesex, Chandler's-shop Keeper, and Painter and Decorator.—In the Debtors' Prison of London and Middlesex.
- Soloman Lyons, late of No. 22, Little Alie-street, Goodman's-fields, Middlesex, Tailor.—In the Debtors' Prison for London and Middlesex.
- John Brown, late of Stretford, near Manchester, out of business.—In the Gaol of Lancaster.
- Frederick Jackson, late of No. 172 City Road, Hulme, Manchester, out of business.—In the Gaol of Lancaster.
- Theodore Frederick Clark, late of No. 122, Oxford-street, Manchester, Commercial Traveller.—In the Gaol of Lancaster.
- Leonard Lowtherkey, late of Bispham Hawes, near Blackpool, Lancashire, out of business.—In the Gaol of Lancaster.
- Henry Dobson Croft late of Ince Green-lane, Ince in Mackerfield, near Wigan, Lancashire, Book-keeper.—In the Gaol of Lancaster.
- Egbert Seowcroft, late of Hardman-lane, Radcliffe, near Bury, Lancashire, out of business.—In the Gaol of Lancaster.
- Thomas Emus, late of Elton, near Bury, Lancashire, Draper and Journeyman Mechanic.—In the Gaol of Lancaster.
- George Melling, late of Kit Green, Orrell, near Wigan, Lancashire, Labourer.—In the Gaol of Lancaster.
- James Wilde, late of No. 50, Carlisle-street, Hulme, Manchester, Builder.—In the Gaol of Manchester.
- Richard Pinney, late of the Bridport Arms, Bridport Harbour, Dorsetshire, Licensed Victualler.—In the Gaol of Dorchester.
- James Law, late of Talbot-street, Oldbury, Worcestershire, Leather Seller and Hardware Dealer.—In the Gaol of Worcester.
- Charles Beales, late of Saint Martin's-street, Norwich, not in any business.—In the Gaol of Norwich.
- Solomon Cutt, late of No. 2, Young-street, Gartside-street, Manchester, Cap Manufacturer.—In the Gaol of Manchester.
- Joseph Andrew Plummer, late of No. 122, Gaol-street, Great Yarmouth, Norfolk, Plumber, Glazier, and Painter.—In the Gaol of Norwich.
- John Graham, late of No. 77, Tipping-street, Ardwick, Manchester, Linen and Woollen Draper.—In the Gaol of Lancaster.
- Thomas Bailey, late of No. 12, William-street, Pottery, Kingston-upon-Hull, out of business.—In the Gaol of Kingston-upon-Hull.
- Edwin Luscombe, late of Alma-place, and Pimlico-street, Torquay, Devonshire, Joiner.—In the Gaol of Exeter.
- William Rowland, late of Rydings Farm, Bisley, Gloucestershire, Farmer.—In the Gaol of Gloucester.
- George Snaith the younger, late of No. 19, Napier-street, Shieldfield, Newcastle-upon-Tyne, Joiner and Builder.—In the Gaol of Newcastle-upon-Tyne.
- Henry James Rogers, late of Great Yarmouth, Norfolk, Surgeon.—In the Gaol of Norwich.
- George Frederick Butcher, late of Norwich-road, Ipswich, Suffolk, Traveller for a Wine and Spirit Merchant.—In the Gaol of Ipswich.
- Mark Noble, late of Charles-street, Heigham, Norwich, out of business.—In the Gaol of Norwich.
- Leggett Cobb, late of the Rose-yard, Saint Augustines, Norwich, Licensed Victualler.—In the Gaol of Norwich.
- Algernon Lawes, late of Widford, near Chelmsford, Essex, out of business.—In the Gaol of Springfield.
- Charles Phillips Lambert, late of Chelmsford, Essex, Drover.—In the Gaol of Springfield.
- John Cranston, late of Cousin-street, Sunderland, Durham, out of business.—In the Gaol of Durham.
- William Mance, late of No. 9, Hopkins-street, Weston-super-Mare, Somersetshire, Journeyman Painter, Plumber, and Glazier.—In the Gaol of Taunton.
- Samuel Mosforth, late of No. 2, Court Travis-street, Manchester, Lancashire, out of business.—In the Gaol of Manchester.
- Robert Stubbins, late of Nessgate, York, Timber Merchant.—In the Gaol of York.
- John Warhurst Fisher, late of Droylsden, near Manchester, Journeyman Steel Manufacturer.—In the Gaol of York.
- Thomas Crabtree, late of No. 146, Pollard-street, Bowling, near Bradford, Yorkshire, Stone Mason.—In the Gaol of York.
- John Rees, late of Brunswick-street, Swansea, Glamorgan-shire, Builder, Mason, and Contractor.—In the Gaol of Cardiff.
- Thomas Walton, late of Leadgate, Durham, Grocer, and Dealer in Drugs.—In the Gaol of Durham.
- Zachariah Bowen, late of No. 17, Hockley-hill, Birmingham, Warwickshire, out of business.—In the Gaol of Warwick.
- David Lang, late of No. 12, Hill-street, Brompton, Middlesex, Commercial Traveller.—In the Gaol of Warwick.
- William Penn, late of the "Horse Shoe" Inn, Moat-lane, Birmingham, Warwickshire, Retail Brewer.—In the Gaol of Warwick.
- William Richard Fowler, late of No. 13, Hamilton-terrace, New-cross, Deptford, Kent, Builder.—In the Gaol of Maidstone.
- Joseph Jones, late of Dudley, Worcestershire, out of business.—In the Gaol of Worcester.
- Thomas Martin Manning, late of Saint Philips'-road, Sheffield, Yorkshire, out of business.—In the Gaol of York.
- James Ascough, late of the Market-place, Masham, Yorkshire, Joiner and Cabinet Maker.—In the Gaol of York.
- John Robson, late of Wold Newton, near Bridlington, Yorkshire, Farm Labourer.—In the Gaol of York.
- John Crump, late of Elsecar, near Rotherham, Yorkshire, Pattern and Model Maker.—In the Gaol of York.
- Isaac Newbold, late of No. 19, Infirmary-road, Sheffield, Yorkshire, Tailor.—In the Gaol of York.
- James Airey, late of Cross Albert-street, Leeds, Yorkshire, Builder.—In the Gaol of York.
- Thomas Addenbrooke, late of Enville, Staffordshire, Attorney-at-Law.—In the Gaol of Stafford.
- Robert Crack, late of Barford, Norfolk, Woodman.—In the Gaol of Norwich.
- James Duncan, late of Georges-street, Leeds, Yorkshire, Dealer in Hats, Caps, and Clothes.—In the Gaol of York.
- Henry Grant, late of No. 16, Winchester-terrace, Southampton, out of business.—In the Gaol of Winchester.
- Alexander Hislop, late of Nile-street, Sunderland, Durham, out of business.—In the Gaol of Durham.
- Joseph Henry Keeble, late of Aylburton, Gloucestershire, Architect and Surveyor.—In the Gaol of Gloucester.
- John Nicholson the younger, late of Colville-street, Nottingham, out of business.—In the Gaol of Nottingham.
- Robert Pattick, late of High-street, New Shoreham, Sussex, Baker and General-shop Keeper.—In the Gaol of Lewes.

Thomas George Smith, late of No. 74, Queen's-road, Sussex, out of business.—In the Gaol of Lewes.
 Nicholas Kirkby Torre, late of Bury Saint Edmunds, Suffolk, Schoolmaster.—In the Gaol of Bury Saint Edmunds.

COURT FOR RELIEF OF INSOLVENT DEBTORS.

See Notice at the End.

The following PRISONERS, whose Estates and Effects have been vested in the Provisional Assignee by Order of the Court for Relief of Insolvent Debtors, and whose Petitions and Schedules, duly filed, have been severally referred and transmitted to the County Court, 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 Lincolnshire, holden at the Sessions House, in Lincoln, on Tuesday the 4th day of December, 1860, at Twelve o'Clock at Noon precisely.

William White the younger, late of Spalding, in the county of Lincoln, in no business or employment, and previously of the same place, Coach Builder, and occasionally acting as Agent for the Sale of Carriages.

William Bartle, late of Kirton-in-Lindsey, in the county of Lincoln, Clock and Watchmaker, and Jeweller.

Before the Judge of the County Court of Gloucestershire, holden at the Guildhall, in the City and County of Bristol, on the 6th day of December, 1860, at Ten o'Clock in the Forenoon precisely.

George Thomas, late of No. 33, Triangle, Queen's-road, in the parish of St. Michael, in the city and county of Bristol, Carver and Gilder, previously of No. 55, Baldwin-street, and renting a workshop in Baldwin-street aforesaid, all in the said city and county of Bristol.

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 therewith, will be produced by the Clerks or Assistant Clerks of the said County Courts, for inspection and examination, at the Offices of the said County Courts respectively, at the Towns aforesaid, and copies of the petition and schedule, or such part thereof as shall be required, will be provided according to sec. 106 of the Act.

INSOLVENT DEBTORS' COURT.

DIVIDENDS.

A dividend of fourpence three farthings making tenpence three farthings in the pound is now payable to the creditors of the Rev. Theodore Williams the elder, late of the Vicarage Hendon, Middlesex, Clerk in Holy Orders, No. 63602 T.

Of one shilling and threepence half-penny making five shillings and fourpence half-penny in the pound, to the creditors of Charles Henry Payne, late of No. 75, Albany-street, Middlesex, Barrister at Law, No. 59126 T.

Of three shillings and sevenpence in the pound to the creditors of James Ansell, of Milton-cottage, West-green, Middlesex, Clerk in the Queen's Remembrancer's Office, No. 11060 P.

Of six shillings and sixpence, making twenty shillings in the pound to the creditors of Robert Wardell, of No. 249, Tottenham-court-road, Middlesex, Journeyman Cooper, No. 6119 P.

Of five shillings in the pound to the creditors of Edwin Worsley, late of No. 40, Great Coram-street, Brunswick-square, Middlesex, Captain in the second Madras European regiment of Light Infantry, in the East India Company's service on half-pay, No. 67486 T.

Apply at the Provisional Assignee's Office, No. 5, Portugal-Street, Lincoln's-Inn, London, between the hours of Eleven and Two.

All Letters must be Post-paid, and all communications on the business of the London Gazette to be addressed to the Office, No. 45, St. Martin's Lane.

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