

well, Darton, Carlton, Notton, Woolley, Crigglestone, and Sandal Magna, all in the West Riding of Yorkshire, and to terminate in the said township of Crigglestone, in the said parish of Sandal Magna; at a lane called Dirt Car Low Lane, about five chains to the east of the pumping engine there.

To purchase lands, houses, and other property compulsorily for the purposes of the said intended railway and works; to levy tolls, rates, and charges in respect thereof; to cross, alter, and divert roads, tramways, drains, sewers, navigations, rivers, streams, and watercourses; and to vary and extinguish existing rights and privileges, so far as may be necessary, in constructing or maintaining the railway or any of the works connected therewith.

The Bill will authorize the South Yorkshire Railway and River Dun Company (who are herein referred to as the South Yorkshire Company) to subscribe towards the cost of constructing the said intended railway and works out of their corporate funds, and, if necessary, out of capital to be raised by them under the powers of the Bill by shares or stock and by loan, and with or without any priority of dividend or interest and other advantage over the existing and authorized capital of that Company, and the Bill may enable the South Yorkshire Company to guarantee the payment of interest or dividend upon the capital to be raised under the powers of the Bill.

The Bill will also enable the Company to be thereby incorporated, on the one hand, and the said South Yorkshire Company 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 the South Yorkshire Company of the intended railway, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic on the railway; 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 two Companies, and the division and appropriation of the revenue arising from that traffic; and the Bill 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 several Acts following, relating to the South Yorkshire Company, namely: the 10 and 11 Vict., cap. 291; 11 and 12 Vict., cap. 65; 13 and 14 Vict., caps. 35 and 57; 15 and 16 Vict., cap. 153; 9 and 10 Vict., cap. 354; 14 and 15 Vict., cap. 46; 6 Geo. 2, cap. 9; 12 Geo. 1, cap. 38; 13 Geo. 2, cap. 11; 13 Geo. 1, cap. 20; 1 and 2 Geo. 4, cap. 46; 7 Geo. 4, cap. 97; 33 Geo. 3, cap. 115; 39 and 40 Geo. 3, cap. 37; 55 Geo. 3, cap. 65; 11 and 12 Vict. cap. 94; 12 and 13 Vict. cap. 75; 33 Geo. 3, cap. 117; 38 Geo. 3, cap. 47; 49 Geo. 3, cap. 71; 12 and 13 Vict. cap. 29; and the 22 and 23 Vict. cap. 101.

Duplicate plans and sections, describing the line and levels of the proposed railway, and the lands, houses, and other property, in or through which the same will be made, together with a book of reference to the plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of those 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 West Riding of Yorkshire, at his office at Wakefield; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the said railway will be made, 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 12th day of November, 1860.

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

In Parliament.—Session 1861.

Colne Valley and Halstead Railway.

(Extensions to Cambridge, Clare and Colchester; Increase of, and other Powers as to, Capital; Powers over Bedford and Cambridge Railway at Cambridge; Powers to London and North-Western Railway Company; Amendment of Acts.)

THE Colne Valley and Halstead Railway Company (who are herein referred to as the Company) intend to apply to Parliament, in the next session thereof, for leave to bring in a Bill for the following, or some of the following, among other purposes:—

To enable them to make and maintain the following new lines of railway, or some or one of them, or some part or parts thereof respectively, together with all necessary sidings, stations, approaches, works, and conveniences:

1. A railway, to commence by a junction with the authorized extension to Haverhill of the Colne Valley and Halstead Railway, in the hamlet and parish of Haverhill, in a field numbered 15 in the deposited plan of the said extension referred to in "The Colne Valley and Halstead Railway (Extension) Act, 1859," to pass through or into the following parishes and places, or some of them, that is to say, Haverhill hamlet and parish, Hadstock, Castle Camps, Ashdon, and Ashdon Street, in the county of Essex, Haverhill hamlet and parish, Barsey Grove, and Hazlewood, in the county of Suffolk; and Trumpington, Great and Little Shelford, Stapleford, Sawston, Pampesford, Babraham, Little Abington, Great Abington, Hildersham, Linton, Bartlow, Ashdon, Horsheath, Shudy Camps, Castle Camps, Little Linton, Stockings, Camps Green, Horsheath Green, Nosterfield End, and Saint Andrew the Less, Cambridge, in the County of Cambridge, and to terminate by a double junction with the authorized line of the Bedford and Cambridge Railway, one of such junctions to be in the said parish of Trumpington, in or near a field numbered 14 on the deposited plan of the said Bedford and Cambridge Railway, and the other point of junction to be in the said parish in or near a plantation numbered 28 on the said plans, with powers to use and pass over with the engines and carriages of the Company, and of all Companies or persons lawfully using their railways, so much of the authorized Bedford and Cambridge Railway as lies between the said plantation and the authorised termination of that railway in the parish of St. Andrew the Less, in the town of Cambridge, with power also