

wick-upon-Tweed," or to repeal the said Act, and to re-enact such of the provisions thereof as may be thought fit, and to substitute and enact other provisions in lieu of, and in addition to, those contained in the said Act.

To alter the constitution and qualification of the commissioners for managing the said harbour, in a manner to be prescribed in the Bill, and to incorporate such commissioners, and to confer upon them all the necessary powers for carrying the intended Act into effect.

To extend the limits of the said harbour up the River Tweed, from its mouth as far on the north side of the said river as the boundary of the parish of Berwick-upon-Tweed, and the borough of Berwick-upon-Tweed extends, and as far on the south side as the boundary of the parochial chapelry of Tweedmouth, partly in the borough of Berwick-upon-Tweed, and partly in the county of Northumberland, extends; and up the River Whitadder, within the parish and borough of Berwick-upon-Tweed aforesaid, from the point where it joins the said River Tweed as far as the tide flows, and in every direction along the coast, and into the sea, to the extent of two miles, from the east end of the pier, at the mouth of the said river.

To confer on the said commissioners so to be incorporated the following powers for the more efficient conservancy of the said harbour, and for affording better accommodation to vessels resorting to, and the trade carried on in the said harbour, viz., to prevent any rubbish, earth, ashes, dirt, mud, soil, or any offensive matter being unloaded or thrown into the said river or the waters within such extended limits, and to license barges and vessels employed in carrying any such materials, to remove any soil, banks, and other accumulations, or obstructions, calculated to endanger or impede the navigation of vessels within the limits last aforesaid, and to dredge or otherwise improve the said harbour. To permit the raising, under certain restrictions, of sand, gravel, and other parts of the soil and bed of the said rivers and harbour. To raise vessels of any description, sunk or stranded, within the limits of the said harbour, and to render the owners, or other persons interested in such vessels, liable to the expenses occasioned thereby; and to prevent barges or other craft, unfit for use, being used within the said harbour. To make bye-laws for the regulation of such vessels or barges. To license embankments, jetties, and landing-places within the said limits; and to prohibit the erection thereof without such license, and to construct embankments, landing-places, approaches, and other works and conveniences. To regulate and license ferries and ferry-boats within the limits of the said harbour, and confer on the said commissioners all such other powers as are usually conferred on harbour and conservancy commissioners.

To alter the rates, duties, and charges authorized by the before-mentioned existing Act, and to authorize the levying of other rates, dues, and charges on vessels using the said harbour; the levying of rates on goods, wares, and merchandizes; and to vary and extinguish exemptions from rates, tolls, duties, and charges, and other rights and privileges; and to confer other exemptions, rights, and privileges.

To empower the said commissioners, from time to time, to borrow upon credit of the tolls, rates, dues, and charges to be authorized by the said intended Act, any sum or sums of money which shall be necessary for carrying the objects and purposes of the said Act into execution.

To vest in the said commissioners the appoint-

ment and regulation of pilots for the said harbour, and to fix the rate of pilotage; and to prescribe the rights and duties of the pilots, and the obligations upon masters of vessels to take pilots on board their vessels.

To authorize the purchase or lease of quarries, or lands for obtaining materials, and for any of the works and purposes to be authorized by the intended Act; and if necessary to authorize the taking of lands by compulsion; and to incorporate with the Bill all or some of the provisions of "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Harbours, Docks, and Piers Clauses Act, 1847," and "The Commissioners Clauses Act, 1847."

To vary or extinguish all rights or privileges which may interfere with the objects of the Bill, and to introduce all necessary provisions incidental or accessory to any of the purposes aforesaid.

To alter section 25 of an Act passed in the last session of Parliament (the short title of which is "The Berwick, Norham, and Islandshires Turnpike Trust Act, 1861"), so that for all horses or other beasts drawing any cart, or other such vehicle carrying for hire or reward, or employed for hire or reward, in carrying goods, for which the tolls made payable by the said Act shall have been once paid, none of the said tolls shall again be paid for the same horse or horses, beast or beasts, drawing the same cart or other vehicle, carrying for hire or reward, or employed for hire or reward, in carrying goods, however often on the same day the said horse or horses, beast or beasts, cart or other vehicle, may pass, return, or re-pass, through any toll-gate on the roads mentioned in the said Act.

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

Dated this first day of November, 1861.

*Robert Home*, Clerk to the Commissioners of the said Harbour, Berwick-upon-Tweed.

*Wyatt and Metcalfe*, 28, Parliament-street, Westminster, Parliamentary Agents.

Manchester, Sheffield, and Lincolnshire Railway.  
(Mansfield to Shireoaks.)

(Railway from the Midland Railway, near Mansfield, to the Company's Railway, near Shireoaks, in the parish of Worksop; Additional Capital; Amendment of Acts.)

**N**OTICE 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 railway following, with all proper stations, approaches, works, and conveniences connected therewith, (that is to say)—

A railway to commence in the parish of Sutton-in-Ashfield, in the county of Nottingham, by a junction with the Nottingham and Mansfield Branch of the Midland Railway, at a point 88 yards, or thereabouts, south-west of the place where the said railway now crosses on the level the public highway leading from Skegby to Nottingham: thence to pass in, through, or into the several parishes, townships, and extra-parochial or other places of Sutton-in-Ashfield, Mansfield, Mansfield-Woodhouse, Warsop, Market-Warsop,