



The London Gazette.

Published by Authority.

TUESDAY, NOVEMBER 26, 1861.

AT the Court at *Windsor*, the 20th day of *November*, 1861,

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

HER Majesty having been pleased to appoint the Most Noble Edward Adolphus, Duke of Somerset, to be Lord Lieutenant of the County of Devon, his Grace, this day, took the oath appointed to be taken thereupon, instead of the oaths of allegiance and supremacy.

AT the Court at *Windsor*, the 20th day of *November*, 1861,

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

HER Majesty having been pleased to appoint the Right Honourable Francis Thomas de Grey, Earl Cowper, to be Lord Lieutenant of the county of Bedford, his Lordship this day took the oath appointed to be taken thereupon, instead of the oaths of allegiance and supremacy.

AT the Court at *Windsor*, the 20th day of *November*, 1861,

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

HER Majesty having been pleased to appoint the Right Honourable Benjamin, Lord Lianover, to be Lord Lieutenant of the county of Monmouth, his Lordship, this day, took the oath appointed to be taken thereupon, instead of the oaths of allegiance and supremacy.

Whitehall, November 26, 1861.

The Queen has been pleased to give and grant unto Charles Carthew, Esq., and James O'Connor, Esq., who are actually and entirely employed beyond Her Majesty's dominions, in the service of His Imperial Majesty the Sultan, Her Majesty's Royal license and permission that they may accept and wear the Insignia of the Imperial Order of the Medjidic of the Fifth Class, which the Sultan has been pleased to confer upon them respectively.

Foreign Office, November 25, 1861.

The Queen has been pleased to approve of Mr. Nicholas George Seymour as Consul at Cork and Queenstown for His Majesty the King of Hanover.

The Queen has also been pleased to approve of Mr. William Broad as Vice-Consul at Falmouth for His Majesty the Emperor of Austria.

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 Thomas Slingsby Duncombe, Esq., late a Member serving in this present Parliament for the borough of Finsbury, 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 Finsbury, at the end of fourteen days after the insertion of this notice in the London Gazette.

Given under my hand this twenty-fourth day of November, 1861.

JOHN EVELYN DENISON, Speaker.

War-Office, *Pall-Mall*,
26th November, 1861.

15th Regiment of Foot.

Major-General William Booth to be Colonel, vice General Sir Howard Douglas, Bart., G.C.B., deceased. Dated 10th November, 1861.

55th Regiment of Foot.

Major-General William Henry Elliott, to be Colonel vice Lieutenant-General Sir James Holmes Schoedde, K.C.B., deceased. Dated 15th November, 1861.

War-Office, Pall-Mall,
26th November, 1861.

- 5th Regiment of Lancers*, George Robert Saunders, Gent., to be Cornet, by purchase, vice Gwyther, promoted. Dated 26th November, 1861.
- 9th Lancers*, Veterinary Surgeon George Longman, from the Royal Artillery, to be Veterinary Surgeon, vice Frederick Bailey, permitted to retire from the Service. Dated 26th November, 1861.
- 14th Hussars*, Lieutenant John Hunter Knox, from the 84th Foot, to be Lieutenant, vice William Atcherley, Atcherley who exchanges. Dated 26th November, 1861.
- Royal Artillery*, Second Captain William French to be Captain, vice Seale, deceased. Dated 1st October, 1861.
- Lieutenant Francis Arthur Whinyates to be Second Captain, vice French. Dated 1st October, 1861.
- Lieutenant Alexander Doull having deserted, has been struck off the strength of the Regiment, Dated 1st November, 1861.
- Acting Veterinary Surgeon George A. Oliphant to be Veterinary Surgeon, vice Christopher Sanderson, deceased. Dated 22nd June, 1860.
- Acting Veterinary Surgeon David Paley to be Veterinary Surgeon, vice Henry Dunsford, resigned. Dated 24th July, 1860.
- 18th Regiment of Foot*, Lieutenant John Codd Conington to be Captain, by purchase, vice William Henry Grimston, who retires. Dated 26th November, 1861.
- Ensign William Lea Smith to be Lieutenant, by purchase, vice Conington. Dated 26th November, 1861.
- Cuthbert Larking, Gent., to be Ensign, by purchase, vice Smith. Dated 26th November, 1861.
- 19th Foot*, Captain Godfrey Lyon Knight, from the 64th Foot, to be Captain, vice Brevet-Major George Digby Barker, who exchanges. Dated 26th November, 1861.
- 45th Foot*, Lieutenant John Ingle Preston to be Captain, by purchase, vice Henry Lucas, who retires. Dated 26th November, 1861.
- Ensign Edward Browne, to be Lieutenant, by purchase, vice Preston. Dated 26th November, 1861.
- John Thomas Watling, Gent., late Ensign, Warwick Militia, to be Ensign, by purchase, vice Browne. Dated 26th November, 1861.
- 52nd Foot*, Ensign John Philip Mickleburgh, to be Lieutenant, without purchase, vice Edmund Pakenham, deceased. Dated 29th September, 1861.
- Ensign Robert Legh Crosse, from the 42nd Foot, to be Ensign, vice Mickleburgh. Dated 26th November, 1861.
- 64th Foot*, Captain and Brevet-Major George Digby Barker, from the 19th Foot, to be Captain, vice Godfrey Lyon Knight, who exchanges. Dated 26th November, 1861.
- 68th Foot*, Ensign Horatio Gordon Robley, to be Lieutenant, by purchase, vice John Pitts Briggs, who retires. Dated 26th November, 1861.
- Walker Busfeild, Gent., to be Ensign, by purchase, vice Robley. Dated 26th November, 1861.

- 83rd Foot*, Ensign Henry Albert Fuller, to be Lieutenant, by purchase, vice Guildford Macleay Onslow, who retires. Dated 26th November, 1861.
- Gentleman Cadet Henry George Wilson, from the Royal Military College, to be Ensign, by purchase, vice Fuller. Dated 26th November, 1861.
- 84th Foot*, Lieutenant William Atcherley Atcherley, from 14th Hussars, to be Lieutenant, vice John Hunter Knox, who exchanges. Dated 26th November, 1861.
- 92nd Foot*, Ensign Grant Thomlinson to be Lieutenant, by purchase, vice William Grisdale Hicks, who retires. Dated 26th November, 1861.
- Arthur Bryce Murray, Gent., to be Ensign, by purchase, vice Thomlinson. Dated 26th November, 1861.
- Rifle Brigade*, Lieutenant Lord Edward Cavendish to be Instructor of Musketry, vice Lieutenant C. G. Slade, promoted. Dated 9th October, 1861.
- 1st West India Regiment*, Ensign William Gavin, from the 3rd West India Regiment, to be Lieutenant, without purchase, vice Arthur James Plunkett, dismissed the Service by the sentence of a General Court Martial. Dated 26th November, 1861.
- Cape Mounted Riflemen*, Acting Veterinary Surgeon Frederick Fitzhugh Marshall to be Veterinary Surgeon. Dated 22nd June, 1860.
- Gold Coast Artillery Corps*, the 2nd Christian name of Ensign Brien is *Haffield*, and not *Hoffield*, as stated in the Gazette of the 8th instant.

VETERINARY DEPARTMENT.

To be Veterinary Surgeons of the 1st Class.

- Veterinary Surgeon Francis Frederick Collins, 16th Lancers. Dated 1st July, 1859.
- Veterinary Surgeon John Surtees Stockley, Royal Artillery. Dated 1st July, 1859.
- Veterinary Surgeon Alfred Job Owles, 6th Dragoon Guards. Dated 1st July, 1859.
- Veterinary Surgeon Stephen P. Constant, 5th Dragoon Guards. Dated 1st July, 1859.
- Veterinary Surgeon Hicks Withers, 3rd Hussars. Dated 1st July, 1859.

To be Acting Veterinary Surgeons.

- William Hall, Gent. Dated 26th November, 1861.
- William Barker Walters, Gent. Dated 26th November, 1861.

BREVET.

- Major John Chetham McLeod, 42nd Foot, to be Lieutenant-Colonel in the Army. Dated 26th November, 1861.

The date of the promotion of Captain and Brevet Lieutenant-Colonel Henry C. Cunliffe Owen, C.B., Royal Engineers, to the rank of Colonel, to be altered to the 22nd November, 1861.

The undermentioned promotions to take place consequent on the death of General Sir Howard Douglas, Bart., G.C.B., G.C.M.G., Colonel of the 15th Foot, on the 9th November, 1861:—

- Lieutenant-General Sir William Henry Sewell, K.C.B., Colonel 79th Foot, to be General. Dated 10th November, 1861.
- Major-General Henry Edward Porter to be Lieutenant-General. Dated 10th November, 1861.

Brevet-Colonel Andrew T. Hemphill, from Lieutenant-Colonel half-pay 26th Foot; serving as a Brigadier-General on the Staff of the Army in Ireland, to be Major-General. Dated 10th November, 1861.

Lieutenant-Colonel the Honourable George Talbot Vereux, Royal Artillery, to be Colonel. Dated 10th November, 1861.

Major Edward Fellowes, half-pay Unattached, Assistant Adjutant-General, Cape of Good Hope, to be Lieutenant-Colonel. Dated 10th November, 1861.

Captain Charles Armstrong, 16th Foot, to be Major. Dated 10th November, 1861.

The undermentioned promotions to take place consequent on the death of Major-General Richard French, on the 10th November, 1861:—

Brevet-Colonel Lord George Augustus Frederick Paget, C.B., from Lieutenant-Colonel half-pay Unattached, serving with the local rank of Major-General on the Staff of the Army in Great Britain, to be Major-General. Dated 11th November, 1861.

Brevet-Lieutenant-Colonel James Croft Brooke, Major half-pay late 8th Foot, to be Colonel. Dated 11th November, 1861.

Captain and Brevet-Major John Fraser Lodington Baddeley, Royal Artillery, to be Lieutenant-Colonel. Dated 11th November, 1861.

Captain Henry Cole Faulkner, half-pay Unattached, Staff Officer of Pensioners, to be Major. Dated 11th November, 1861.

Commission signed by the Queen.

3rd Administrative Battalion of Essex Rifle Volunteers.

David Steuart, Esq., late Captain 34th Regiment, to be Adjutant from 6th September, 1861. Dated 25th September, 1861.

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

Francis William Garden Campbell to be Deputy Lieutenant. Dated 23rd November, 1861.

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

Robert Francis Lascelles Jenner, Esq., to be Deputy Lieutenant. Dated 20th November, 1861.

4th Glamorganshire Rifle Volunteers.

Philip George Ritchie, Gent., to be Ensign. Dated 20th November, 1861.

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

Hampshire Yeomanry Cavalry.

George Long, Gent., to be Supernumerary Cornet without pay. Dated 23rd November, 1861.

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

19th Renfrewshire Rifle Volunteer Corps.

Ensign James Lancaster to be Lieutenant, vice Dove, resigned. Dated 23rd November, 1861.

Robert Irvine, Gent., to be Ensign, vice Lancaster, promoted. Dated 23rd November, 1861.

Commissions signed by the Vice-Lieutenant of the County of Essex.

3rd Administrative Battalion of Essex Rifle Volunteers.

Adjutant David Steuart to serve with the rank of Captain. Dated 15th November, 1861.

2nd Essex Rifle Volunteers.

William Henry Clifton to be Supernumerary Lieutenant, on condition of his acting as Quartermaster to the 3rd Administrative Battalion of Essex Rifle Volunteers. Dated 21st November, 1861.

19th Essex Rifle Volunteers.

Thomas Chaplin, junr., to be Ensign. Dated 19th November, 1861.

Commissions signed by the Lord Lieutenant of the County of Northumberland, and the Town and County of Newcastle-upon-Tyne.

1st Newcastle-upon-Tyne Volunteer Artillery.

Captain-Commandant Henry Christian Allhusen, late Captain Northumberland Artillery Militia, to be Major. Dated 5th November, 1861.

First Lieutenant Thomas William Bolam to be Captain. Dated 5th November, 1861.

First Lieutenant Christian Wilton Allhusen to be Captain. Dated 5th November, 1861.

Second Lieutenant John Walker Crichton to be Captain. Dated 5th November, 1861.

Second Lieutenant Hugh Clayton Armstrong to be First Lieutenant. Dated 5th November, 1861.

William George Woods, Gent., to be First Lieutenant. Dated 5th November, 1861.

Andrew Stewart, Gent., to be First Lieutenant. Dated 5th November, 1861.

Pearson Armstrong, Gent., to be First Lieutenant. Dated 5th November, 1861.

Ralph Hume Tweddell, Gent., to be Second Lieutenant. Dated 5th November, 1861.

Assistant-Surgeon John Archer Dawson to be Surgeon. Dated 5th November, 1861.

Joseph Swan, Gent., to be Second Lieutenant. Dated 16th November, 1861.

William Chapman Ponsford, Gent., to be Second Lieutenant. Dated 16th November, 1861.

William Hutt Allhusen, Gent., to be Second Lieutenant. Dated 16th November, 1861.

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

3rd Cambridgeshire Rifle Volunteers.

Ensign Henry Evelyn Oakely to be Lieutenant, vice Royds, resigned. Dated 1st April, 1861.

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

3rd or Selkirk Company of Stirlingshire Rifle Volunteers.

Alexander Nimmo, Esq., to be Captain, vice Shaw Stewart, resigned. Dated 20th November, 1861.

James Aitken, Gent., to be Lieutenant, vice Nimmo, promoted. Dated 20th November, 1861.

Robert William Rankine, Gent., to be Ensign, vice Aitken, promoted. Dated 20th November, 1861.

Commission signed by the Lord Lieutenant of the County Palatine of Durham.

2nd Administrative Battalion of Durham Rifle Volunteers.

George John Scurfield, Esq., to be Major. Dated 20th November, 1861.

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

14th Sussex Rifle Volunteer Corps.

Lieutenant George Henry Cazalet to be Captain, vice Broadwood, resigned. Dated 16th November, 1861.

MEMORANDUM.

Her Majesty has been pleased to approve the removal of Captain Walter Richard Barnes from the appointment of Adjutant to the 2nd Administrative Battalion of Sussex Rifle Volunteers. Dated 9th September, 1861.

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

2nd West Riding of Yorkshire Artillery Volunteers.

First Lieutenant Daniel George Atcheson to be Captain. Dated 1st November, 1861.
Captain George Wood to be Major. Dated 18th November, 1861.

1st West Riding of Yorkshire Engineer Volunteers.

Herbert John Walker, Gent., to be Assistant-Surgeon. Dated 8th November, 1861.

25th West Riding of Yorkshire Rifle Volunteers.

Henry Wright, Gent., to be Lieutenant. Dated 16th November, 1861.
Thomas Blakey, Gent., to be Ensign. Dated 16th November, 1861.

MEMORANDA.

4th Regiment of West York Militia.

Her Majesty has been graciously pleased to accept the resignation of the Commission held by Lieutenant John Parkinson.

16th West Riding of Yorkshire Rifle Volunteers.

This corps has been divided, and will for the future form two separate and independent corps—the one retaining the 16th place in the Volunteer Force of the Riding, and having its head quarters at Harrogate, the other will be numbered 33 in the Force, and have its head quarters at Wetherby. The officers of the corps transferred to the 33rd West Riding of Yorkshire Rifle Volunteers are Captain Thomas Broadbent, Lieutenant James Coates, and Ensign John Hannam.

35th West Riding of Yorkshire Rifle Volunteers.

Her Majesty has been pleased to approve of Captain Ferrand bearing the title of Captain-Commandant of this Corps.

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

Kent Artillery Volunteers.

13th Corps.

William Darley, Gent., to be First Lieutenant, vice Angear, resigned. Dated 20th November, 1861.

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

2nd Administrative Battalion of Lanarkshire Rifle Volunteers.

James McIntosh, Esq. (late Captain 31st Lanarkshire Rifle Volunteers), to be Major. Dated 22nd November, 1861.

5th Lanarkshire Rifle Volunteer Corps.

Lieutenant John Russell, jun., to be Captain, vice Hugh Colquhoun, resigned. Dated 20th November, 1861.

George Ritchie Mather, Esq., to be Captain, vice James Thomson, resigned. Dated 21st November, 1861.

96th Lanarkshire Rifle Volunteer Corps.

Lieutenant Alexander Andrew Fergusson to be Captain, vice Robert Baird Rodger, resigned. Dated 16th November, 1861.

Ensign John James Hamilton to be Lieutenant, vice A. A. Fergusson, promoted. Dated 16th November, 1861.

97th Lanarkshire Rifle Volunteer Corps.

Hugh Rae, Esq., to be Surgeon. Dated 16th November, 1861.

Charles Inglis, Esq., to be Captain. Dated 16th November, 1861.

David Coventry Tannahill, Gent., to be Lieutenant. Dated 15th November, 1861.

John Stevenson, Gent., to be Lieutenant. Dated 16th November, 1861.

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

3rd Derbyshire Rifle Volunteer Corps.

Robert Waller, Gent., to be Ensign, vice Clarke, resigned. Dated 21st November, 1861.

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

Argyll and Bute Artillery Militia.

Major Smollett Montgomerie Eddington to be Lieutenant-Colonel, vice Campbell, deceased. Dated 20th November, 1861.

Captain William Campbell to be Major, vice Eddington, promoted. Dated 20th November, 1861.

Commissions signed by the Lord Warden of the Cinque Ports.

6th Cinque Ports Artillery Volunteers.

Henry Brinsley Sheridan, Esq., M.P., to be First Lieutenant, vice John Goldie Walker, resigned.

2nd Cinque Ports Rifle Volunteers.

Owen Fisher Daniel, Esq., to be Lieutenant.

7th Cinque Ports Rifle Volunteers.

James Turner, Esq., to be Lieutenant.

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

East York Artillery Volunteers.

1st Corps (Burlington).

First Lieutenant Martin Richardson to be Captain, vice Holden, resigned. Dated 13th October, 1861.

Second Lieutenant William Thomas Makins to be First Lieutenant, vice Richardson, promoted. Dated 13th October, 1861.

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

18th Lancashire Artillery Volunteer Corps.

Thomas Hall Arrowsmith, Gent., to be Second Lieutenant. Dated 18th November, 1861.

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.

3rd Gloucestershire Artillery Volunteer Corps.

Second Lieutenant John Knight to be First Lieutenant, vice Halcomb, resigned. Dated 21st November, 1861.

Frederick Wilton, Gent., to be Second Lieutenant, vice Knight, promoted. Dated 21st November, 1861.

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

1st or Royal East Middlesex Regiment of Militia.

Ensign Charles Dowell to be Lieutenant, vice Simms, promoted. Dated 31st August, 1861.
Ensign Edgar Akerman Dowell to be Lieutenant, vice Wells, promoted. Dated 31st August, 1861.

MEMORANDUM.

4th or Royal South Middlesex Regiment of Militia.

The Queen has been graciously pleased to accept the resignation of the Commission held in this Regiment by Paymaster Matthew Copleston. Date of Acceptance, 16th November, 1861.

1st Middlesex Engineer Volunteer Corps.

Thomas Dickinson to be Assistant-Surgeon. Dated 14th November, 1861.

30th Middlesex Rifle Volunteer Corps.

Spencer Walpole to be Captain. Dated 21st November, 1861.

MEMORANDUM.

29th Middlesex Rifle Volunteer Corps.

The Queen has been graciously pleased to accept the resignation of the Commission held in this Corps by Ensign George Porter. Letter of acceptance dated 15th November, 1861.

[The following Appointment is substituted for that which appeared in the Gazette of the 22nd November instant.]

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

1st Middlesex Engineer Volunteer Corps.

Henry Thwaites Gastrell to be First Lieutenant. Dated 14th November, 1861.

MEMORANDUM.

3rd London Rifle Volunteer Corps.

Her Majesty has been graciously pleased to accept the resignation of the Commission held by Ensign Alfred Henry Bevan.

EXCHEQUER BILLS.

The Lords Commissioners of Her Majesty's Treasury hereby give notice to the holders of Exchequer Bills, issued under the authority of the Act, 24 Vic., c. 5, and dated the 11th June, 1861, that the interest thereon for the half-year commencing on that day will be payable at the Bank of England, on and after the 11th day of December next; and that the interest of such Exchequer Bills for the following half-year, to June, 1862, will be at the rate of three per centum per annum.

Treasury Chambers, Whitehall,
26th November, 1861.

LOCAL GOVERNMENT ACT, 1858.

LINTHWAITE—YORKSHIRE.

WHEREAS the Local Government Act, 1858, was duly adopted on the 11th day of July last, by the Township of Linthwaite, in the West Riding of the county of York, and notice of such adoption has been duly given, in writing, to me, as one of Her Majesty's Principal Secretaries of State, as required by such Act: And whereas it has been duly certified to me, that in accordance with the provisions of the said Act, a copy of such notice has been duly advertized, and that copies thereof have also been affixed to the principal doors of each church and chapel in the said district to which notices are usually affixed: And whereas a petition of appeal against the validity of the vote for the adoption of the said Act; a petition for the exclusion of part of the said township of Linthwaite, known as "Lower Linthwaite," from the said district of Linthwaite; and a petition for the division of the said district of Linthwaite into wards, for the purposes of the said Local Government Act, have severally been presented to me: And whereas inquiry has been directed by me into the circumstances of the case, and such inquiry has been made, and the result thereof reported to me: And whereas the petition of appeal against the validity of the vote for the adoption of the said Act, was abandoned during the progress of such inquiry.

Now, therefore, I, as one of Her Majesty's Principal Secretaries of State, as aforesaid, do hereby, under the provisions of the said Act, issue the following order, and do determine the questions arising on such appeals as follows.

1. That the petition for the exclusion of such part of the said township of Linthwaite, as is known as "Lower Linthwaite," from the said district of Linthwaite be dismissed.

2. That the said district of Linthwaite be henceforward divided, for the purpose of election of the Local Board for such district, under the provisions of the Local Government Act, 1858, into three wards, to be called respectively the East Ward, the Central Ward, and the West Ward, and that three members be elected for each of the said wards, in accordance with the provisions of the said Act.

3. That the Local Government Act, 1858, has been duly adopted within the district of Linthwaite, in the county of York, and that in accordance with the provisions thereof, the said Act shall, from and after one week from the date hereof, have the force of law within the aforesaid district of Linthwaite.

Given under my hand this 21st day of November, 1861.

G. Grey.

Home Office, Whitehall.

INCOME TAX.

WHEREAS it has become necessary to renew the list of persons to supply vacancies amongst the Commissioners appointed to act in the Birmingham division of the hundred of Hemlingford, in the county of Warwick, as Commissioners for the general purposes of the Acts of Parliament for granting to Her Majesty duties on profits arising from property, professions, trades, and offices: Now we, two of the Commissioners of Inland Revenue, in pursuance of the powers vested in us in that behalf, do hereby convene a meeting of the Land Tax Commissioners, for the county aforesaid, being respectively qualified to act as such Commissioners, to be holden at the Government Offices, New-street, Birmingham, on Monday, the 9th day of December, 1861, at two o'clock in the afternoon, for the purpose of choosing fit and proper persons to be Commissioners to supply vacancies amongst the Commissioners for the general purposes of the Income Tax Acts for the Birmingham division of the hundred of Hemlingford aforesaid.

Henry Roberts.
Alex. Duff Gordon.

Inland Revenue, Somerset House,
London, November 23, 1861.

Saint Ives New Pier.

NOTICE is hereby given, that in conformity with the provisions of "The General Pier and Harbour Act, 1861," a copy of the following Memorial to the Board of Trade, together with the schedule of rates thereto annexed, and copies of the plans, sections, and working drawings of the proposed new works, in the said memorial mentioned, have been deposited with the Clerk of the Peace for the county of Cornwall, at his office, at St. Austell, in that county:

Notice is also hereby given, that any objection to the said schedule of rates must be made to the Board of Trade within fourteen days after the twenty-ninth day of November, 1861.

MEMORIAL.

To the Lords of the Committee of Her Majesty's Privy Council for Trade and Plantations;—

We, the undersigned inhabitants of the borough of St. Ives, in the county of Cornwall, being nine of the Commissioners acting in execution of the "Saint Ives Harbour Act, 1853," and James Stephens Quick, the Harbour-Master appointed under the said Act, and respectively interested in the improvement of the harbour of Saint Ives, hereby make application to your Lordships, under the provisions of the "General Pier and Harbour Act, 1861," (24 and 25 Victoria, chapter 45), to make a Provisional Order and thereby constitute and incorporate the Commissioners, for the time being, acting in the execution of the "Saint Ives Harbour Act, 1853," to be a body of Commissioners for the purpose of carrying the works and purposes hereinafter mentioned into effect; and that their election or appointment, qualification, powers, and duties, be regulated by the provisions of the said last-mentioned Act, and of the several Acts incorporated therewith; and thereby empower such Commissioners to make and maintain a pier and other accommodation connected therewith, and to make and alter bye laws for the management of such works, and to take land

on lease or otherwise, by agreement, to an extent hereafter to be limited in such Order, and thereby empower such Commissioners to levy and recover rates at such works, not exceeding the amounts specified in the Schedule of Rates hereto annexed; and to raise money for the purposes of such works, and thereby regulate the borrowing powers of such Commissioners, and specify such terms and conditions to be observed by the said Commissioners for the formation, management, and maintenance of such works as to your Lordships may seem fit.

Dated, Saint Ives, Cornwall, the twentieth day of November, one thousand eight hundred and sixty-one.

Wm. Bazeley,
J. N. Tremearne.
J. B. Williams.
Thos. Rosewall.
Richd. Stevens.
Jas. S. Quick.
Thos. B. Harry.
M. Martin.
R. H. Bamfield.
Jas. Rosewall.

NOTICE TO MARINERS.

IRELAND—WEST COAST.

Arran Islands' South Lighthouse.

THE Port of Dublin Corporation hereby give notice that, from and after the 1st day of December next, an alteration will be made in the appearance of the Tower of this Lighthouse, which, in order to render it more readily distinguishable as a sea mark by day, will have a *Broad White Belt* painted on the shaft of the Tower.

Specifications given of the position and appearance of the Lighthouse by *Mr. Halpin*, Superintendent of Lighthouses.

Arrand Island *South Lighthouse* is erected on the south-western point of Inisheer, the most southern of the islands, in lat. 53° 2' 40" N., and long. 9° 31' 30" W.

The Tower is circular, of gray limestone below the projecting gallery, and is 112 feet in height from its base to the top of the dome.

In order to render the Lighthouse more readily distinguishable by day, when viewed in line with the higher background of the island, which is of the same limestone, and of the same gray color, a horizontal broad *White Belt* (23 feet in depth) will be painted on the shaft of the tower. No alteration will be made in the appearance of the projecting gallery, or of the Lantern above it.

The Light will continue to be shown as heretofore—a *fixed Light*—visible from seaward, between the bearings of S.E. $\frac{1}{4}$ S., round by the Southward to W. b. S., and having its focal plane 110 feet over the mean level of the sea.

As the painting of the *White Belt* may be interfered with by wet and stormy weather, the work will be commenced before the 1st day of December next.

By Order,
William Lees, Secretary.

Ballast Office, Dublin, 3rd October, 1861.

NOTICE is hereby given, that a separate building, named the Wesleyan Chapel, situated in Hobson-street, in the parish of the Holy Trinity, Cambridge, in the county of Cambridge, in the district of Cambridge, being a building certified according to law as a place of religious worship, was, on the 20th day of November, 1861, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. IV., cap. 85.

Witness my hand this 21st day of November, 1861.

J. Deacon Fetch, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named Penuwch, situate at Penuwch, in the parish of Llanbadarn Odwyn, in the county of Cardigan, in the district of Tregaron, being a building certified according to law as a place of religious worship, was, on the 22nd day of November, 1861, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. IV., cap. 85.

Witness my hand this 23rd day of November, 1861.

John Lewis, Superintendent Registrar.

In the Matter of a Patent granted to Joseph Whitworth, of Manchester, in the county of Lancaster, Engineer, for the invention of "certain improvements in machinery or apparatus for cutting metals, and also improvements in machinery or apparatus applicable to agricultural and sanatory purposes," bearing date the 19th day of December, 1849.

NOTICE is hereby given, that the Patentee of the said Letters Patent has applied by petition to Her Majesty's Attorney-General for leave, certified by his fiat and signature, to enter with the Clerk of the Patents of England a Disclaimer and Memorandum of alteration of certain parts of the specification of the said Letters Patent, and any person intending to oppose such application must give notice thereof at the office of the Attorney-General, No. 1, Paper-buildings, Temple, within 10 days from the date hereof.—Dated this 26th day of November, 1861.

William Carpmael, Agent for the Petitioner, No. 24, Southampton-buildings, Chancery-lane.

In the Matter of certain Letters Patent granted to Richard Christopher Mansell, formerly of Grange-road, in the county of Surrey, Gentleman, but now of Ashford, in the county of Kent, Gentleman, bearing date and sealed at Westminster, the first day of June, one thousand eight hundred and forty-eight, for "certain improvements in the construction of vehicles used on railways or on common roads."

NOTICE is hereby given, that under and by virtue, and in pursuance of an Act made and passed in the session of Parliament held in the 5th and 6th years of the reign of His late Majesty King William the Fourth, intituled "An Act to amend the Law touching Letters Patent for Inventions," and of another Act made and passed in the session of Parliament held in the 2nd and 3rd years of the reign of Her present Majesty Queen Victoria, intituled "An Act to amend an Act of the 5th and 6th years of the reign of King William the Fourth, intituled 'An Act to amend the Law touching Letters Patent

for Inventions,'" and of another Act made and passed in the session of Parliament held in the 7th and 8th years of the reign of Her said present Majesty, intituled "An Act for amending an Act passed in the 4th year of the reign of His late Majesty, intituled 'An Act for the better administration of Justice in His Majesty's Privy Council, and to extend its jurisdiction and powers, and of 'The Patent Law Amendment Act, 1852,'" a petition will be presented to Her Majesty in Council by and on behalf of the said Richard Christopher Mansell, praying Her Majesty to grant a prolongation of the term of the said Letters Patent.

And notice is hereby further given, that an application will be made to the Right Honourable the Lords of the Judicial Committee of Her Majesty's Privy Council on the 7th day of January, 1862, or on the then next day of sitting of the said Committee, to fix an early day for the hearing of the matters contained in the said petition; and any person desirous of being heard in opposition to the prayer of the said petition, must enter a caveat to that effect in the Privy Council Office, on or before the said 7th day of January, 1862.

Beale and Marigold, Solicitors, Birmingham, and 10, Park-street, Westminster, Agents for the said Petition.

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for Inventions.

NOTICE is hereby given, that—

1758. John Adams, of King William-street, in the city of London, Gun Manufacturer, has given notice at the Office of the Commissioners of his intention to proceed with his application for letters patent for the invention of "improvements in revolving fire arms, and in cartridges for the same."

As set forth in his petition, recorded in the said office on the 12th day of July, 1861.

1766. And Frederick Tolhausen, Civil Engineer and Patent Agent, of 35, Boulevard Bonne Nouvelle, Paris, in the Empire of France, has given the like notice in respect of the invention of "improvements in looms for weaving ribbons and other fabrics."—A communication from Georges Duplay, Loom Maker, of No. 11, Rue Notre Dame, St. Etienne, in the Empire of France.

As set forth in his petition, recorded in the said office on the 13th day of July, 1861.

1774. And Rees Taylor and Thomas Price, of Tydu Tin Plate Works, Bassaleg, in the county of Monmouth, Mechanics, have given the like notice in respect of the invention of "improvements in the manufacture of tin and terne-plates."

1777. And Benjamin Browne, of No. 52, King William-street, in the city of London, Civil Engineer and Patent Agent, has given the like notice in respect of the invention of "improved machinery for clearing and smoothing spun thread or yarns and other similar fibrous materials."—A communication to him from abroad, by Eugène ab-der-Halden and Charles Seiler, both of Lacroix aux Mines Vosges, in the Empire of France.

As set forth in their respective petitions, both recorded in the said office on the 15th day of July, 1861.

1788. And John Blinkhorn, of Chorley, in the county of Lancaster, Accountant, has given the like notice in respect of the invention of "improvements in machinery or apparatus for working railway signals."
1792. And Charles Denton Abel, of 20, Southampton-buildings, Chancery-lane, in the county of Middlesex, Patent Agent, has given the like notice in respect of the invention of "certain new alloys of silver with other metals, and the processes employed in their manufacture."—A communication to him from abroad by Henri Catherine de Ruolz, residing in Paris, in the Empire of France.
As set forth in their respective petitions, both recorded in the said office on the 16th day of July, 1861.
1797. And John Parker, of Ivy House, Bradford, in the county of York, and Joseph Wells and Benjamin Wells, of Bowling, near Bradford aforesaid, Millwrights, have given the like notice in respect of the invention of "improvements in steam engines, boilers, furnaces, and apparatus applicable thereto."
As set forth in their petition, recorded in the said office on the 17th day of July, 1861.
1807. And Benjamin Johnson, of No. 1, Surrey-place, Kennington-park, in the county of Surrey, and William Henry Anderson, of White Cottage, Stockwell-place, in the county of Surrey, have given the like notice in respect of the invention of "improvements in piano fortes."
As set forth in their petition, recorded in the said office on the 18th day of July, 1861.
1815. And Robert Walker, of Eccleston, near Prescott, in the county of Lancaster, Engineer, has given the like notice in respect of the invention of "an improved apparatus for stopping and packing bottles."
1819. And Robert Laing and George Horwood Cossins, of Ince, near Wigan, in the county of Lancaster, have given the like notice in respect of the invention of "an improved mode of obtaining nitrous acid gas for making sulphuric acid."
1820. And Richard Charles Newbery, of President-street West, Goswell-road, in the county of Middlesex, has given the like notice in respect of the invention of "improvements in the manufacture of enamelled cards."
As set forth in their respective petitions, all recorded in the said office on the 19th day of July, 1861.
1832. And John Platt, of Oldham, in the county of Lancaster, Mechanical Engineer, and John Buckley, of the same place, Overlooker, have given the like notice in respect of the invention of "improvements in machinery for spinning and doubling cotton and other fibrous materials."
1834. 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 the method of, and apparatus for, obtaining an increased effect from lights."—A communication to him from abroad by Charles François Le Page and Cyprien Poisson, both of 33, Boulevard St. Martin, Paris, France.
As set forth in their respective petitions, both recorded in the said office on the 20th day of July, 1861.
1836. And Constantine Nicolaus Kottula, of Holborn, in the county of Middlesex, Soap Manufacturer, has given the like notice in respect of the invention of "certain new compositions to be used in the manufacture of soap."
1839. And William Hood, of the Railway Foundry, Reading, in the county of Berks, Ironfounder, has given the like notice in respect of the invention of "improvements in beams and girders, and in applying the same in buildings."
1840. And William Edward Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Civil Engineer, has given the like notice in respect of the invention of "improvements in engines for obtaining motive power by an explosive mixture of inflammable gases and air."—A communication to him from abroad by Francisque Million, of Paris, in the Empire of France.
As set forth in their respective petitions, all recorded in the said office on the 22nd day of July, 1861.
1843. And George Featherstone Griffin, of New Adelphi-chambers, in the county of Middlesex, Civil Engineer, has given the like notice in respect of the invention of "improvements in the permanent way of railways."
As set forth in his petition, recorded in the said office on the 23rd day of July, 1861.
1865. And Benjamin Brown, of Bury, in the county of Lancaster, Mechanic, and Richard Hacking, of the same place, Machine Maker, have given the like notice in respect of the invention of "certain improvements in machinery or apparatus employed in spinning cotton, wool, silk, and other fibrous substances."
1866. And Marc Klotz, of 29, Boulevard St. Martin, Paris, in the Empire of France, Merchant, has given the like notice in respect of the invention of "a new application of certain products to ornamenting tissues, papers, and other surfaces."
As set forth in their respective petitions, both recorded in the said office on the 25th day of July, 1861.
1874. And Frederick Johnson and Bartholomew Hockin, of North-street, Smith's-square, Westminster, have given the like notice in respect of the invention of "improvements in securing or fastening nuts for railway fish plates, and for other purposes."
As set forth in their petition, recorded in the said office on the 26th day of July, 1861.
1882. And William Horatio Harfield, of 2, Royal Exchange-buildings, in the city of London, has given the like notice in respect of the invention of "improvements in constructing and propelling ships and vessels."
1885. And James Robertson, of 53, Park-street, Mile End, in the county of Middlesex, Gentleman, has given the like notice in respect of the invention of "improvements in apparatus for the treatment of bodily pain with hot water, steam, hot air, and the like."
As set forth in their respective petitions, both recorded in the said office on the 27th day of July, 1861.
1907. And John Rylands, Thomas Glazebrook Rylands, and Peter Rylands, of Warrington, Wire Manufacturers and Galvanizers, have given the like notice in respect of the invention of "improvements in joining wire for telegraphic conductors, and other purposes."
As set forth in their petition, recorded in the said office on the 31st day of July, 1861.

1921. And Joseph Eugène Drouot, of 2, Rue Ste. Appoline, Paris, France, and of 4, South-street, Finsbury, London, Baker, has given the like notice in respect of the invention of "improvements in machinery or apparatus for kneading."

As set forth in his petition, recorded in the said office on the 2nd day of August, 1861.

1956. 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 bleaching and clarifying saccharine matters, and in apparatus for the same."—A communication to him from abroad by Messieurs Edouard Théophile de Gemini and Edmond Oswald de Gemini, both of 29, Boulevard St. Martin, Paris.

As set forth in his petition, recorded in the said office on the 6th day of August, 1861.

2053. And William Bennett, of 14A, London-street, Paddington, in the county of Middlesex, has given the like notice in respect of the invention of "a new and improved composition to be used as fuel and in the lighting of fires."

As set forth in his petition, recorded in the said office on the 19th day of August, 1861.

2073. And Thomas Sutton, Bachelor of Arts, Lecturer on Photography at King's College, London, has given the like notice in respect of the invention of "an improved camera for taking photographic portraits and instantaneous pictures."

As set forth in his petition, recorded in the said office on the 20th day of August, 1861.

2254. And William Edward Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Civil Engineer, has given the like notice in respect of the invention of "an improvement in the construction of boots and shoes."—A communication to him from abroad, by Joseph Lacy Joyce and Edward Heaton, both of the city and county of New Haven, in the State of Connecticut, in the United States of America.

As set forth in his petition, recorded in the said office on the 9th day of September, 1861.

2310. 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 apparatuses for stretching, supporting, and uniting telegraph wires."—A communication to him from abroad by Charles Pougnaire, of Marseilles, and Joseph Stéphane Bourcy, of Paris, both in the Empire of France.

As set forth in their petition, recorded in the said office on the 16th day of September, 1861.

2535. And James Downs, of Kingston-upon-Hull, in the county of York, Engineer, has given the like notice in respect of the invention of "improvements in pumps and stops used for working hydraulic presses."

As set forth in his petition, recorded in the said office on the 10th day of October, 1861.

2667. And Edward Samuel Tucker and Frederick Erskine Manners, of No. 1, Red Lion-court, Fleet-street, London, have given the like notice in respect of the invention of "improvements in the construction of revolving and moveable surfaces, applicable to the exhibition of advertisements, show cases, transparencies, and other like matters at fixed stations."

As set forth in their petition, recorded in the said office on the 25th day of October, 1861.

No. 22569.

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2686. And Jean Louis Sicard, of Nice, France, and of 4, South-street, Finsbury, London, Gentleman, has given the like notice in respect of the invention of "an improved apparatus for purifying, measuring, and weighing grain and oleaginous seeds."

As set forth in his petition, recorded in the said office on the 26th day of October, 1861.

2758. And Benjamin Brown, of Bury, in the county of Lancaster, Mechanic, and Richard Hacking, of the same place, Machine Maker, have given the like notice in respect of the invention of "improvements in machinery for preparing cotton to be spun, known as openers, scutchers, and carding engines."

As set forth in their petition, recorded in the said office on the 2nd day of November, 1861.

2768. And George Horton, of Sheffield, in the county of York, Auger Maker, has given the like notice in respect of the invention of "an improved construction of skate."

As set forth in his petition, recorded in the said office on the 4th day of November, 1861.

2774. And Edgar Brooks, of Birmingham, in the county of Warwick, Manufacturer, has given the like notice in respect of the invention of "an improvement or improvements in the manufacture of bayonets."

As set forth in his petition, recorded in the said office on the 5th day of November, 1861.

2840. And William Edward Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Civil Engineer, has given the like notice in respect of the invention of "improvements in self-feeding inkstands."—A communication to him from abroad by Charles Close, of New York, in the United States of America.

As set forth in his petition, recorded in the said office on the 12th day of November, 1861.

2860. 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 albums for containing photographic and other pictures."—A communication to him from abroad, by Auguste Marion, of Paris, France.

As set forth in his petition, recorded in the said office on the 13th day of November, 1861.

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.

Erratum in Gazette of 22nd November.

2844. For "33, St. Martin Town Bard," &c., read "33, Bard. St. Martin, Town," &c.

Southampton and Netley Railway.

(Extension of Railway to Hamble and Fareham, and Branch Railways at Fareham and St. Denis, Portswood, Southampton, and abandonment of portion of the authorized Line—Arrangements with London and South-Western Railway Company—Power to raise additional Capital—Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, by the Southampton and Netley

Railway Company (hereinafter called "The Company,") for an Act to authorize and effect the objects and purposes hereinafter mentioned, or some of them (that is to say): to enable the Company to make and maintain the following railways, with all necessary and convenient stations, wharf-yards, approaches, roads, communications, and other works and conveniences connected therewith respectively, viz.:

1. A railway, wholly in the parish of Hound, in the county of Southampton, commencing by a junction with the authorized line of the Southampton and Netley Railway, at or near the road, numbered 315, in the parish of Hound, on the Parliamentary plans, deposited with the Clerk of the Peace for the county of Southampton, in the month of November, 1860, previous to the application for the Southampton and Netley Railway Act, 1861, at a point where such railway is shown as crossing such road, and terminating at a point between high and low water mark on the foreshore of the River Hamble, 335 yards or thereabouts north-east from the north-east corner of a house, in the occupation of Mr. Robert Scovel, at Hamble.

2. A railway, commencing by a junction with the last described terminus of the railway, No. 1, on the foreshore of the River Hamble aforesaid, at the point aforesaid, and terminating by a junction with the London and South-Western Railway (Fareham and Portsmouth Railway), at a point 680 yards or thereabouts eastward of the Fareham passenger station, and nearly opposite to the south side of Trinity Church, in the parish of Fareham, in the said county, which last-described railway will be made in or through the parishes following, namely, Hound, Tichfield, and Fareham.

3. A railway, wholly in the parish of Fareham, commencing from and out of the intended railway, No. 2, at a point forty yards or thereabouts north-west of a cottage, situate in Redland-lane, in the said parish of Fareham, in the occupation of George Webb, and terminating by a junction with the London and South-Western Railway, at or near the Fareham passenger station of the last-mentioned railway, in the said parish of Fareham and county of Southampton.

4. A railway, wholly in the parish of South Stoneham, commencing by a junction with the authorized line of the Southampton and Netley Railway, thirty yards or thereabouts eastward of the point at which a certain road, numbered 153, marked on the parliamentary plans deposited with the Clerk of the Peace for the county of Southampton, previous to the application for the Southampton and Netley Railway Act, 1861, is shown as crossing the authorized line of the Southampton and Netley Railway, and terminating by a junction with the London and South-Western Railway, at a point about 750 yards or thereabouts southward of a bridge across the London and South-Western Railway, numbered 2A, in the parish of South Stoneham, on such deposited plans.

To enable the Company to abandon so much of the authorized line of the Company's Southampton and Netley Railway as lies between the point described at the commencement of railway No. 4, and the authorized terminus of the Company's railway in the parish of South Stoneham.

And it is also intended by the said Act to confer upon the Company all necessary powers for effecting the objects hereinafter mentioned, or some of them (that is to say):

To stop up, alter, divert, cross, or break up or otherwise interfere with, either temporarily or permanently, any turnpike or other roads, high-

ways, footpaths, streets, railways, tramways, canals, aqueducts, streams, ferries, rivers, navigations, sewers, drains, pipes, and watercourses, within the before-named parishes, townships, extra-parochial or other places, or any of them which it may be necessary or desirable to stop up, alter, divert, cross, or break up or otherwise interfere with, for any of the purposes of the intended railways and works.

To make lateral deviations from the line of the said intended railways and works, to the extent and within the limits defined upon the plans hereinafter mentioned, or as may be prescribed by and provided for, in and by the said intended Act; and to purchase, by compulsion or otherwise, lands, houses, hereditaments, and other property, rights, and privileges, for the purposes of the intended undertaking, or any part or parts thereof, and to vary or extinguish any rights or privileges connected with such lands, houses, and hereditaments, and other property, or which will in any manner interfere with the objects and purposes of the said intended Act; and to confer, vary, or extinguish other rights and privileges.

To levy tolls, rates, and duties for or in respect of the use of the said intended railways and works; or any or either of them, and to alter, vary, or extinguish existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties.

It is also intended by the said Bill to empower the Company and the London and South-Western Railway Company to enter into and carry into effect contracts, agreements, and arrangements, for or with reference to the construction, maintenance, working, and using by either of the contracting parties of the railways and works of the other of them or any part thereof, and with reference to the regulation, management, and transmission of the traffic thereon, the supply and maintenance of engines, stock, and plant, the fixing collection payment, division, appropriation, and distribution of the tolls and other income arising therefrom, and the employment of officers and servants.

Powers will also be taken by the Act to enable the Company to increase the number of directors, to raise additional capital by the creation of new shares or stock, either with or without preference or priority in payment of dividend, to borrow further monies for the purposes of the Act, and to make other arrangements as to the capital of the Company.

And it is proposed, so far as it may be necessary for all or any of the purposes of the intended Act, to alter, amend, extend, vary, and enlarge or repeal all or some of the powers and provisions of the several local and personal Acts of Parliament, or some of them, viz.:

The local and personal Acts relating to the London and South-Western Railway Company, viz.:—4 and 5, William 4th, 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. 63 and 86; 8 and 9 Vict., caps. 86, 88, 96, 107, 121, 165, 185, and 199; 9 and 10 Vict., caps., 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vict., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vict., caps. 75, 85, 87, 89, 125, and 157; 51 Geo. III, cap. 196; 12 and 13 Vict., caps. 33 and 34; 13 and 14 Vict., cap. 24; 14 and 15 Vict., cap. 83; 16 and 17 Vict., cap. 164; 18 and 19 Vict., cap. 188; 19 and 20 Vict., cap. 120; 20 and 21 Vict., cap. 136; 21 and 22 Vict., caps. 89, 67, 101, and 58; 21 and 22 Vict., cap. 44; and 23 and 24 Vict., caps. 185, 103, and 92; the

Local and Personal Act, 36 and 37 Geo. III, cap. 131; and the Company's Act of the 24 and 25 Vict., cap. 220.

And notice is hereby given, that on or before the 30th day of November instant, maps, plans, and sections, showing the direction, lines, and levels of the said intended railways and other works, and the lands which may be taken for the purposes of the same, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees, or reputed lessees and occupiers of such lands, and also a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Southampton, at his office at Winchester in the said county, and with the Clerk of the Peace for the county of the town of Southampton, at his office at Southampton, and that on or before the 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said railways and other works are intended to be made, together with a copy of this notice, published as aforesaid, will be deposited for public inspection as follows (that is to say): in the case of parishes with the parish clerk of each such parish, at his residence, and in case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 11th day of November, 1861.

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

W. Rawlins, Winchester, Solicitors.

Frederick Gale, 43, Parliament-street, Westminster, Parliamentary Agent.

Great Western, Hereford, Ross and Gloucester, and Ely Valley Railways.

(Purchase by Great Western Railway Company of the Hereford, Ross and Gloucester Railway, and Lease of and Subscription to the Ely Valley Railway; Agreements with the Hereford, Ross and Gloucester, and Ely Valley Railway Companies respectively; Amendment of Acts.)

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

To authorise the Hereford, Ross and Gloucester Railway Company to sell or transfer to the Great Western Railway Company, the undertaking, railways, property, estate and effects, of them the Hereford, Ross and Gloucester Railway Company, and all or any of their rights, powers (including the levying of tolls), privileges, authorities, claims, and demands, whether held or enjoyed by them separately or jointly with any other Company or Companies, or any person or persons, and whether in relation to their own undertaking or to the undertaking of any other Company, body, or person, and whether with reference to any completed or non-completed parts of their said undertaking, and the benefit of and obligation to fulfil all contracts and agreements entered into by or on behalf of the Hereford, Ross and Gloucester Company with any other Company, body, or person; and to authorise the Great Western Railway Company to make such purchase and take such transfer on such terms and conditions as have been or may be agreed upon:

To authorise the Hereford, Ross and Gloucester

Railway Company, and the respective proprietors and creditors of that Company, to accept in lieu of their present shares, stocks and securities, any rent charges, annuities, stocks or shares, of the Great Western Railway Company, or any preference or other dividend, and to enable the Great Western Railway Company to grant such rent charges, annuities, stocks, shares, or dividends:

To provide for the mortgage, bond, or other debt, of the Hereford, Ross and Gloucester Railway Company, and the security of their creditors:

To confirm, so far as may be necessary, all or any agreements entered into between the Great Western Railway Company and the Hereford, Ross and Gloucester Railway Company, touching all or any of the objects and purposes aforesaid, or for the use and working of the Hereford, Ross and Gloucester Railway by the Great Western Railway Company; and to modify, alter, vary, and if necessary extinguish, any existing agreements between the two Companies:

To provide, if need be, for the dissolution of the Hereford, Ross and Gloucester Railway Company:

To authorise the Ely Valley Railway Company to lease or transfer their undertaking, railways, and works, whether completed or uncompleted, property, estate and effects, and all or some of their rights, powers (including the levying of tolls), privileges, authorities, claims, and demands, or any part thereof, to the Great Western Railway Company; and to authorise that Company to take such lease or transfer, on such terms and conditions, and for such period or periods, and in consideration of such payments, whether annual, in gross, or otherwise, as have been or may be agreed upon:

To confirm, so far as may be necessary, all or any agreements entered into between the Ely Valley Railway Company and the Great Western Railway Company, touching all or any of the objects and purposes aforesaid:

To enable the Great Western Railway Company to subscribe to, and take and hold shares or stock in, the capital of the Ely Valley Railway Company:

To enable the Great Western Railway Company to apply any portion of their corporate funds to all or any of the purposes of the said intended Act, or of the undertaking, property, and effects, thereby leased or transferred to or vested in them; and to raise for such purposes additional moneys by the creation of new shares in their undertaking, with or without preference, in payment of dividends or other privileges attached thereto, and by borrowing:

To alter, amend, vary, or repeal, if need be, all or any of the provisions contained in the several Acts (Local and Personal) hereinafter mentioned (that is to say): Acts relating to the Great Western Railway Company, 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, caps.

55 and 85; 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. 108, 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; 24 Victoria, caps. 32 and 36; 24 and 25 Victoria, caps. 73, 76, 81, 87, 133, 134, 143, 164, 167, 189, 204, 215, and 240: Acts relating to the Hereford, Ross and Gloucester Railway Company, 14 and 15 Victoria, cap. 40; 15 and 16 Victoria, cap. 148; and 17 and 18 Victoria, cap. 149: Acts relating to the Ely Valley Railway Company, 20 and 21 Victoria, cap. 41; 21 Victoria, cap. 30: and 24 Victoria, cap. 51; "The Shrewsbury and Hereford Railway (Stations) Act, 1854," and "The Shrewsbury and Hereford Railway Act, 1856."

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

Dated this 12th day of November, 1861.

Elsdale and Byrne, London.

Dagenham (Thames) Dock Company.

(Extension of Time for Purchase of Lands and Completion of Works; Power to raise Additional Capital; 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 and to obtain an Act for altering, amending, explaining, extending, and enlarging the powers and provisions of an Act passed in the 18th and 19th years of the reign of Her present Majesty, intituled, "The Dagenham (Thames) Dock Act, 1855," whereby the Dagenham (Thames) Dock Company were empowered to construct a Dock and other Works on the North Bank of the river Thames, at or near the point or place called Dagenham Reach, situate in the parish of Dagenham, in the county of Essex; and for enlarging and extending, or limiting the time for the compulsory purchase of the lands required for the purposes of the said Dock and Works, and for enlarging and extending the time limited by the aforesaid Act for constructing the said Dock and Works.

And by the said Act it is intended to authorise the Company, for all or any of the purposes of their undertaking, to raise additional capital by the creation and issue of new or additional shares in their undertaking, with or without preference or priority in the payment of dividends, or by borrowing on mortgage or bond, or partly in one way and partly in the other; and otherwise to regulate the capital and borrowing powers of the Company.

And notice is hereby further given, that on or before the 22nd day of December next printed

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

Dated this 12th day of November, 1861.

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

In Parliament.—Session 1862.

Eastern Union Railway.

(Powers as to Capital; Power to subscribe to Waveney Valley Railway; Amendment of Acts.)

THE Eastern Union Railway Company intend to apply to Parliament, in the next session thereof, for leave to bring in a Bill to amend and enlarge the powers and provisions of the following, and of any other Acts relating to the Company—viz., of the 7 and 8 Vic., cap. 85; 8 and 9 Vic., cap. 97; and 10 and 11 Vic., cap. 174; and the Bill will especially amend the eighth section of "The Eastern Union Railway Amendment Act, 1853," by altering the rate of interest therein provided for, from four to five per cent. per annum.

The Bill will enable the Company to subscribe towards the undertaking of the Waveney Valley Railway Company out of their existing funds, and also to raise additional capital for the purposes of the said subscription, and for the discharge of liabilities now affecting their undertaking, and now bearing interest; and it will empower them to attach to any of the shares or stock to be created by the Bill any preference or priority of dividend or interest, and any other advantages which the Bill may define.

The Bill will amend also the 14th and 15th Vic., cap. 66, and any other Acts relating to the Waveney Valley Railway Company, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845."

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

Dated this 14th day of November, 1861.

W. H. Kitton, Norwich, Solicitor to the Company.

In Parliament.—Session 1862.

WEBB AND CRAIG'S PATENT FOR IMPROVEMENTS APPLICABLE TO SPINNING, DOUBLING, WINDING, AND WARPING YARN OR THREADS.

(Confirmation of Patent.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to continue and confirm certain Letters Patent, bearing date the 30th day of July, 1858 (numbered 1725) granted to Thomas Webb, of Tutbury, in the county of Derby, Cotton Spinner, and James Craig, of the same place, Manager for the term of fourteen years for "Improvements applicable to spinning, doubling, winding, and warping yarn or threads."

And notice is hereby also given, that printed copies of the proposed 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 13th day of November, 1861.

Harrison Blair, Manchester, Solicitor for the Bill.

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

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 20th November, 1861.

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.	s. d.	s. d.	
Wheat & Wheat Flour	97690	1	13595	5	111285	6	5102	16	8	733	11	10	5836	8	6
Barley & Barley Meal	19026	4	123	0	19149	4	951	6	8	6	3	0	957	9	8
Oats and Oat Meal	52410	2	335	5	52745	7	2620	10	3	16	15	8	2637	5	11
Rye and Rye Meal	1	7	—	—	1	7	0	2	9	—	—	—	0	2	9
Pease and Pea Meal	171	4	996	7	1168	3	8	11	6	49	16	11	58	8	5
Beans and Bean Meal	8958	6	—	—	8958	6	447	18	9	—	—	—	447	18	9
Indian Corn and Indian Meal	17372	1	3470	0	20842	1	868	12	1	173	10	1	1042	2	2
Buck Wheat and Buck Wheat Meal	4	5	—	—	4	5	0	4	8	—	—	—	0	4	8
Beer or Bigg	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	195635	6	18521	1	214156	7	10000	3	4	979	17	6	10980	0	10

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, November 25th, 1861.

ALEX. C. FRASER,
Assistant Inspector-General of Imports and Exports.

ESTATES OF DECEASED PERSONS.—IN THE SUPREME COURT OF THE COLONY OF VICTORIA.

A TRUE and Perfect RETURN of all ESTATES of DECEASED PERSONS, placed under the charge of the Curator of the said Court, for collection under Act of Parliament of Victoria, No. 99, from the 1st day of January to the 30th day of June, 1861, inclusive, including all moneys received and payments made on account of the same estates.

No.	NAME OF DECEASED.	Colonial Residence.	Supposed British or Foreign Residence of Family.	Moneys received.			Payments made.			Paid into the Treasury and Bank of Victoria.	Date of Order.	REMARKS.
				£	s.	d.	£	s.	d.			
1	Peter Scott	Ballaarat	Unknown	7	0	0	5	3	0	1 17 0	25th October, 1860	Died 11th August, 1860
2	Oliver John Rosenblad	Inglewood	Unknown	13	1	0	4	9	2	8 11 10	25th October, 1860	Died 6th October, 1860
3	Thomas Armstrong	Seymour	Unknown	6	17	6	5	6	10	1 10 8	...	Died 9th October, 1860
4	J. McElhone	Ballaarat	Unknown	284	11	7	53	1	1	231 10 6	5th October, 1860	Died 15th September, 1860
5	William Thomson	Ballaarat	Scotland	163	8	7	40	18	1	122 10 6	18th October, 1860	Died 26th September, 1860
6	Francesco Piccolo	Sandhurst	Germany	200	0	0	35	0	4	164 19 8	22nd November, 1860	Died 26th January, 1860
7	Thomas Fielder	Inglewood	Unknown	5	9	6	2	13	3	2 16 3	8th November, 1860	Died 20th September, 1860
8	Arthur Farquhar	Dunolly	England	66	8	0	20	10	1	45 17 11	8th November, 1860	Died 28th July, 1860
9	Elizabeth F. Haig	Campbellfield	Melbourne	70	9	7	70	9	7	—	22nd November, 1860	Died 7th October, 1860
10	Ambrose Harrasich	Linton's	Unknown	20	0	0	8	16	0	11 4 0	8th November, 1860	Died 25th October, 1860
12	Hans Lud	Indigo	Sweden	176	4	6	9	4	7	166 19 11	8th November, 1860	Died 15th August, 1859
13	Henry Magoreny	Ballaarat	Unknown	111	10	10	59	14	1	51 16 9	8th November, 1860	Died 22nd October, 1860
14	Robert Bottomley	Sandhurst	Yorkshire	353	18	4	91	12	7	262 5 9	7th February, 1861	Died 27th June 1860
15	Walter Knox	Williamstown	Ireland	43	7	4	5	7	9	37 19 7	7th February, 1861	Died 28th November, 1860
16	Walter Withers	Smythesdale	Unknown	6	19	0	6	13	6	0 5 6		
17	William Clunes	Laplough	London	8	7	6	3	12	2	4 15 4	28th February, 1861	Died 10th June, 1860
18	John Wright	Back Creek	North Wales	18	0	0	13	12	4	4 7 8	28th February, 1861	Died 23rd November, 1860
19	Unknown	Creswick Creek	China	0	1	6	0	0	1	0 1 5		
20	Robert Mitchell	Creswick Creek	Unknown	1	19	0	0	14	10	1 4 2	28th February, 1861	Died 20th September, 1860
21	George McBean	Melbourne	England	1	4	10	0	3	2	1 1 8	...	Died 23rd November, 1860
22	John McClellan	Melbourne	Liverpool	184	15	5	41	14	11	143 0 6	7th January, 1861	Died 11th January, 1861
23	John Morrisson	Longwood	Unknown	1	1	9	0	1	1	1 0 8	...	Died 13th December, 1860
24	Joseph Selston	Learmonth	Unknown	1	16	6	0	16	10	0 19 8	...	Died 22nd September
25	William Logan	Buninyong	Unknown	0	7	6	0	0	5	0 7 1	...	Died 7th January, 1861
26	Philip Martins	Inglewood	Unknown	0	5	0	0	0	3	0 4 9		
27	William Brown	Seymour	Unknown	2	0	0	0	2	0	1 18 0	...	Died 21st December, 1860
28	William Roads	Wickliffe	Yorkshire	3	10	0	3	10	0	—	...	Died 26th December, 1860
29	Peter McQueen	Ballaarat	Unknown	25	14	8	12	12	3	13 2 0	7th February, 1861	Died 24th December, 1860

No.	NAME OF DECEASED.	Colonial Residence.	Supposed British or Foreign Residence of Family.	Moneys received.	Payments made.	Paid into the Treasury and Bank of Victoria.	Date of Order.	REMARKS.
				£ s. d.	£ s. d.	£ s. d.		
30	Thomas Tremilahan	Emu Flat	Unknown	12 6 10	9 18 10	2 8 0	28th February, 1861	Died 23rd December, 1860
31	Thomas Rashall	Prahran	Unknown	2 12 3	1 12 7	0 19 8	21st February, 1861	Died 19th January, 1861
32	Ralp Martindale	Ballaarat	Durham	332 17 2	51 5 7	281 11 7	7th February, 1861	Died 12th December, 1860
33	James Wallen	Geelong	Unknown	3 3 6	1 1 9	2 1 9	28th February, 1861	Died 4th October, 1860
34	Henry Hoskins	Yering	Melbourne	63 5 2	63 5 2	—	7th February, 1861	Died 20th January, 1861
35	West Gawthrop	Moranding	England	32 5 0	24 0 8	8 4 4	7th February, 1861	Died 19th January, 1861
36	John Rigby	Caledonian Diggings	England	58 16 6	38 14 9	20 1 9	7th February, 1861	Died 14th December, 1860
37	Mary Vickery	Melbourne	England	129 12 0	69 19 11	59 13 1	28th February, 1861	Died 17th January, 1861
38	Robert Cobham	Geelong	Unknown	7 3 3	2 7 3	4 16 0	28th February, 1861	Died 22nd January, 1861
39	James Smith	Melbourne	Melbourne	1 8 0	1 8 0	—	... ..	Died 20th January, 1861
40	John Shelton	None	Liverpool	14 1 10	3 11 6	10 10 4	28th February, 1861	Died on board of ship "Eagle," from Liverpool, 29th Sept., 1860
41	John Cock	Wedderburne	Unknown	301 13 6	49 15 5	251 18 1	14th February, 1861	Died 5th February, 1861
42	Alfred Ellis	None	... ..	13 17 9	0 13 10	13 3 11	... ..	... ..
43	Mary Stoldt	Alma, Inkerman Lead	... ..	10 12 0	10 12 0	—	... ..	Died 19th January, 1861
44	Thomas Thorpe	Smythesdale	Unknown	5 14 0	2 16 8	2 17 4	20th December, 1860	Died 1st December, 1860
45	Jeremiah Galvin	Riddell's Creek	Ireland	59 2 3	4 9 10	54 12 5	18th October, 1860	Died 13th January, 1860
46	Antonio Aza	Sago Hill	Unknown	30 6 0	24 9 9	5 16 3	11th February, 1861	Died 7th January, 1861
47	Thomas Hanly	Heathcote	Ireland	40 0 0	4 13 0	35 7 0	18th October, 1860	Died 30th August, 1860
48	David Bryce	Preston	Scotland	364 15 1	291 15 4	72 19 9	14th February, 1861	Died 6th February, 1861
49	Charlotte Burchatt	Kyneton	London	45 9 6	40 19 7	4 9 11	7th February, 1861	Died 17th December, 1860
50	Nicholas Hanly	Swan Hill	Sydney	30 7 11	14 3 9	16 4 2	28th February, 1861	Died 6th January, 1861
51	William Owens	Near Kyneton	Unknown	0 15 0	0 3 5	0 11 7	... ..	... ..
52	J. Fothergill	Melbourne	Unknown	0 18 9	0 18 9	—	... ..	Died 18th January, 1861
53	Ah How	Chinaman's Flat	China	0 11 6	0 0 7	0 10 11	... ..	Died 19th February, 1861
54	Patrick Hogan	Melbourne	Ireland	32 0 0	10 0 1	21 19 11	28th February, 1861	Died 2nd July, 1861
55	Thomas Wood	Near Heathcote	Unknown	7 14 6	6 19 9	0 14 9	... ..	Died 27th December, 1860
56	Henry Haigie	Mouville East	Unknown	24 12 0	11 8 5	13 3 7	28th February, 1861	... ..
57	John Lyons	Geelong	Unknown	0 8 0	0 1 1	0 6 11	... ..	Died 8th January, 1861
58	John Johnston	Skipton	Unknown	0 10 0	0 1 2	0 8 10	... ..	Died 7th January, 1861
59	John Gardiner	Learmouth	Scotland	4 16 7	4 10 0	0 6 7	14th March, 1861	Died 31st January, 1861
60	John Ustrie	Yackandandah	England	20 4 6	4 15 8	15 8 10	28th February, 1861	Died 10th December, 1860
61	William Roy	Melbourne	Unknown	1 13 6	0 1 8	1 11 10	... ..	Died 19th February, 1861
62	Richard Ferris	Tarrengower	England & colony of Victoria	459 10 0	459 10 0	—	28th February, 1861	... ..
63	George Goddon	Melbourne	Unknown	17 1 0	5 16 4	11 4 8	2nd May, 1861	Died 25th February, 1861

No.	NAME OF DECEASED.	Colonial Residence.	Supposed British or Foreign Residence of Family.	Moneys Received.	Payments made.	Paid into the Treasury and Bank of Victoria.	Date of Order.	REMARKS.
				£ s. d.	£ s. d.	£ s. d.		
64	William Ryan	Indigo	Melbourne	58 6 0	27 18 10	30 7 2	18th July, 1861	Died 24th June, 1861
65	James Bertone	Beechworth	Italy	228 2 10	66 17 2	261 5 8	7th February, 1861	Died 30th December, 1860
66	James McGuire	Inglewood	Unknown	110 0 0	22 18 6	87 1 6	20th December, 1860	Died 7th December, 1860
67	Frederick Rout	Inglewood	Unknown	6 2 0	3 10 5	2 11 7	23rd May, 1861	Died 3rd November, 1860
68	A. J. B. Wallace	Inglewood	Unknown	0 16 0	0 1 10	0 14 2		
69	Richard Ratcliffe	Inglewood	Unknown	0 5 0	0 0 7	0 4 5	...	Died 14th January, 1861
70	John Moore	Back Creek	Unknown	2 4 0	0 2 2	2 1 10	...	Died 1st March, 1861
71	J. Bollier	Melbourne	Jersey	2 7 11	0 2 5	2 5 6		
72	J. Connolly	Portland	Unknown	1 10 6	0 2 2	1 8 4		
73	Isaac Goldman	Longwood	Poland	185 1 9	185 1 9	—	28th February, 1861	Died 15th February, 1861
74	Edward Reilly	Sale, Gipps Land	Ireland	39 16 0	39 16 0	—	25th October, 1860	Died 1st July, 1860
75	John Roberts	Sandhurst	Unknown	297 17 6	205 13 0	92 4 6	28th February, 1861	Died 16th February, 1861
76	Thomas Fairfoul	Learmonth	Unknown	63 0 0	14 3 8	48 16 4	28th February, 1861	Died 5th January, 1861
77	J. McLeod Wallace	Ballaarat	Unknown	542 2 10	206 7 4	335 15 6	10th January, 1860	Died 27th November, 1860
78	Arthur Clelland	Janefield	Ireland	20 6 6	1 0 4	19 6 2		
79	George Warde	Sandhurst	Unknown	—	2 18 8	—	7th February, 1861	Died 10th September, 1860
80	Christianna Bryce	Sandhurst	Colony of Victoria	4 8 6	3 6 3	1 2 3	7th February, 1861	Died 25th October, 1861
81	John Mayhew	Melbourne	Melbourne	354 18 1	354 18 1	—	14th February, 1861	Died 28th September, 1860
82	James Lewis	Melbourne	Ireland	5 15 0	2 18 7	2 16 5	25th October, 1860	Died 25th October, 1858
83	John Patterson	Swan Hill	Unknown	12 1 9	5 3 8	6 18 1	18th October, 1860	Died 19th March, 1859
84	James Purvis	Melbourne	England	12 19 0	7 0 2	5 18 10	18th October, 1860	Died 8th February, 1860
85	Peter Byrne	Buninyong	Unknown	7 3 0	1 19 4	5 3 8	23rd May, 1861	Died 23rd November, 1860
86	Ah Poe	...	China	2 5 6	0 2 3	2 3 3		
87	John Terry	Melbourne	Unknown	11 0 0	6 2 0	4 18 0	18th July, 1861	Died 2nd April, 1861
88	William Wray	Melbourne	Unknown	4 15 6	1 12 10	3 2 8	18th April, 1861	Died 30th March, 1861
89	J. Normille	Ballaarat	Unknown	51 11 0	23 11 5	27 19 7	18th April, 1861	Died 11th March, 1861
90	Unknown	Yorkie's Gully	Unknown	0 7 0	0 0 4	0 6 8	...	Found in a deserted hole on the 11th March, 1861, supposed to have been dead about 6 months
91	William Mitchell	Ballaarat	Unknown	37 8 4	12 7 2	25 1 2	28th April, 1861	Died June, 1858
92	John White	Horsham	Colony of Victoria	87 13 0	87 13 0	—	2nd May, 1861	Died 15th April, 1861
93	Frederick Louis Guerriott	Ballaarat	Unknown	21 19 6	4 5 10	17 13 8	28th February, 1861	Died 8th October, 1858
94	Rene de Genoude	Melbourne	France	20 14 6	4 17 1	15 17 5	2nd May, 1861	Died 19th April, 1860
95	Allan Patterson	Gisborne	Unknown	1 0 6	0 1 0	0 19 6	...	Died 31st March, 1861
96	William Harvey	Sandhurst	England	847 4 1	71 2 8	776 1 5	20th December, 1860	Died 5th May, 1854
97	George Edgar	Carngham	Colony of Victoria	146 5 3	53 18 9	92 6 6	18th April, 1861	Died 14th January, 1861

No.	NAME OF DECEASED.	Colonial Residence.	Supposed British or Foreign Residence of Family.	Moneys received.			Payments made.			Paid into the Treasury and Bank of Victoria.	Date of Order.	REMARKS.			
				£	s.	d.	£	s.	d.				£	s.	d.
98	Henry Fleck	Buninyong	Unknown	30	0	0	2	6	0	27	14	0	...	...	Died 17th March, 1857
99	Jaust Justice	Ballaarat	Unknown	134	18	9	67	7	8	67	11	1	14th March, 1861	...	Died 28th February, 1861
100	William Kingswell	Emerald Hill	Launceston, Tas- mania	12	2	1	3	9	8	8	12	5	...	...	Died May, 1861
101	Thomas Webb	Inglewood	Unknown	1	16	2	0	15	0	1	1	2	...	...	Died 13th January, 1861
102	Frederick Anachine	Inglewood	Unknown	0	1	6	0	0	1	0	1	5	...	...
103	Joseph Simpson	Near Sandhurst	Unknown	1	1	0	0	3	7	0	17	5	...	...	Died 21st February, 1861
104	Edward Challoner	Near Sandhurst	Unknown	4	14	0	0	9	0	4	5	0	...	...	Died 10th March, 1861
105	Peter Burns	Near Sandhurst	Unknown	0	9	2	0	0	6	0	8	8	...	...
106	Charles O'Hara	Woodend	Unknown	58	2	6	17	13	1	40	9	5	13th June, 1861	...	Died 6th March, 1861
107	Carl F. Berns	Back Creek	Unknown	7	12	0	6	7	8	1	4	4	...	...	Died 15th April, 1861
108	William Welch	Wimmera	Unknown	1	10	6	0	1	6	1	9	0	...	...	Died 22nd March, 1861
109	Martin Gleeson	...	Unknown	21	2	4	1	11	10	19	10	6	...	...
110	Martin Eslob	Carngham	Unknown	—	—	—	2	14	11	—	—	—	18th April, 1861	...	Died 21st March, 1861
111	C. C. Wood	Carngham	Unknown	—	—	—	4	16	3	—	—	—	18th April, 1861	...	Died 21st March, 1861
112	Angus McAlister	Carngham	Unknown	—	—	—	2	6	7	—	—	—	18th April, 1861	...	Died 21st March, 1861
113	R. Wolfendon	Melbourne	England	1	2	0	0	8	7	0	13	5	...	...
114	Richard Thompson	Navarre	England	3	8	6	0	7	0	3	1	6	...	...
115	Richard Thornhill	Richmond	Cork, Ireland	282	2	11	36	5	0	245	19	11	2nd May, 1861	...	Died 9th April, 1861
116	J. Cheetham	Maldon	Unknown	9	19	6	0	14	6	9	5	0	...	...
117	Peter Paul	Sandhurst	Unknown	18	0	0	3	10	2	14	9	10	13th June, 1861	...	Died 24th January, 1861
118	Joseph Shepcott	Melbourne	Unknown	0	2	1	0	0	1	0	2	0	...	...	Died May, 1861
119	James Henderson	Maldon	Unknown	51	3	0	22	17	3	28	5	9	11th July, 1861	...	Died 31st January, 1861
120	Thomas Drohan	Melbourne	Colony of Victoria	2	2	0	2	2	0	—	—	—	...	...	Died 18th April, 1861
121	Joseph Smith	Near Castlemaine	Unknown	0	9	4	0	0	6	0	8	10	...	...
122	Edward Brown	Melbourne	Unknown	0	3	8	0	0	2	0	3	6	...	...
123	William Stanley	Kyneton	Unknown	5	7	6	1	2	0	4	5	6	...	...
124	Thomas Tregoning	Daylesford	Unknown	24	18	2	12	13	6	12	4	8	13th June, 1861	...	Died 29th November, 1860
125	Joseph Wilson	Belvoir	Unknown	8	0	0	2	0	2	5	19	10	23rd May, 1861	...	Died 11th October, 1860
126	Zuppe De Young	Sandhurst	Unknown	5	12	4	2	9	0	3	3	4	14th March, 1861	...	Died 23rd February, 1861
127	J. McIlween	Sandhurst	Unknown	22	10	0	20	10	4	1	19	8	14th March, 1861	...	Died 1st March, 1861
128	John Gardiner	Learmonth	Unknown	—	—	—	0	14	4	—	—	—	14th March, 1861	...	Died 9th February, 1861
129	Benjamin Standring	Frankston	Colony of Victoria	42	2	3	25	4	10	16	17	5	11th April, 1861	...	Died 15th December, 1860
130	John Brinkman	Amphitheatre, Avoca	Unknown	4	14	6	4	14	6	—	—	—	...	...	Died 4th April, 1861
131	John Webster	Benalla	Unknown	9	0	0	4	19	0	4	1	0	...	...	Died 13th May, 1861
132	Andre Anson	Back Creek	Unknown	0	13	0	0	0	8	0	12	4	...	...	Died 13th May, 1861

No.	NAME OF DECEASED.	Colonial Residence.	Supposed British or Foreign Residence of Family.	Moneys received.	Payments made.	Paid into the Treasury and Bank of Victoria.	Date of Order.	REMARKS.
				£ s. d.	£ s. d.	£ s. d.		
133	James Birrell	Melbourne	Unknown	8 10 0	0 18 6	7 11 6	... ..	Died 26th January, 1861
134	George Reid	Geelong	Unknown	240 18 0	71 4 11	169 13 1	23rd May, 1861	Died 18th May, 1861
135	Thomas Smith	Melbourne	Unknown	1 2 6	0 1 2	1 1 4	... ..	Died 7th June, 1861
136	William Chitty	Yalla-y-Poora	Unknown	80 0 0	12 2 0	67 18 0	18th July, 1861	Died 15th February, 1861
137	James Smith	Melbourne	Unknown	—	2 8 6	—	2nd May, 1861	Died 20th May, 1861
138	Douglas Bain	Prahran	Unknown	0 19 0	0 1 6	0 17 6	30th May, 1861	Died 13th April, 1861
139	Charles F. Wetherell	Mount Sturgeon Plains Station	Ireland	—	6 13 10	—	23rd May, 1861	Died 8th January, 1861
140	Robert Webster	Castlemaine	Unknown	—	2 12 6	—	23rd May, 1861	Died 11th April, 1861
141	Anr Proctor	Northcote	Unknown	6 19 6	2 15 8	4 3 10	30th May, 1861	Died 24th January, 1861
142	Morgan D. Williams	Tarnagulla	Colony of Victoria	—	7 0 4	—	6th June, 1861	Died 14th January, 1861
143	William Hilton	... ..	Unknown	1 5 0	0 15 0	0 10 0		
144	Thomas Baylis	Gardiner	Unknown	4 3 3	0 10 8	3 12 7		
145	David Powell	Wedderburne	Unknown	3 19 6	0 9 0	3 10 6		
146	James Edwards	Near Sandhurst	Unknown	11 2 7	0 19 5	10 3 2		
147	A. J. Smith	None	Unknown	0 17 6	0 17 6	—	... ..	[merang"] Died on board schooner "Boo-
148	John Popple	Melbourne	Unknown	0 9 1	0 0 6	0 8 7		
149	Joseph Watson	Tarnagulla	Unknown	38 11 0	10 3 6	28 7 6		
150	Unknown, supposed to be John Smith	Melbourne	Unknown	33 1 0	13 19 0	19 2 0	... ..	Died 23rd June, 1861
151	— Martin	Sandhurst	Unknown	2 5 0	2 5 0	—		
152	Thomas Fawcett	Chinaman's Flat	London	—	1 14 2	—	13th June, 1861	Died 1st June, 1861
153	John Carkeek	Napoleon Flat	Cornwall	—	2 2 6	—	13th June, 1861	Died 22nd May, 1861
154	Adam Steiglitz	Near Sandhurst	Unknown	2 17 3	0 18 0	1 19 3	... ..	Died May 1861
155	William Pritchard Williams	Near Sandhurst	Unknown	3 11 6	1 9 0	2 2 6	... ..	Died January, 1861
156	G. A. Thompson	Inglewood	England	385 0 1	80 1 9	304 18 4	8th November, 1860	Died 16th July, 1860
157	Walter Steinberger	Inglewood	England	24 14 9	24 14 9	—	18th October, 1860	Died 20th June, 1860
158	John C. Hooper	Maryborough	England	38 4 0	12 19 11	25 4 1	25th October, 1860	Died 20th April, 1860
159	Absolom Gomm	Belfast	Unknown	29 5 0	27 2 9	2 2 3	... ..	Died 10th June, 1855
160	John Mitchell	Warrnambool	Orkney, England	8 16 0	0 9 9	8 6 3	... ..	Died 14th September, 1858
161	William Kearns	Wangoom	Unknown	7 10 0	0 8 6	7 1 6	... ..	Died 18th April 1855
162	Matthew Gallagher	Geelong	Unknown	10 17 0	1 5 6	9 11 6	... ..	Died 22nd March, 1855
163	Mrs. McFarlane	North Melbourne	England	6 14 6	0 17 2	5 17 4		
164	John Bishop	Melbourne	Colony of Victoria	29 6 0	29 6 0	—	18th October, 1860	Died 6th July, 1855
165	Michael Fury	Benalla	Ireland	30 5 0	30 5 0	—	22nd November, 1860	Died 8th December, 1859
166	Giovani Gunceovich	Inglewood	Italy	1 1 6	0 8 9	0 12 9	5th October, 1860	Died 8th February, 1860

No.	NAME OF DECEASED.	Colonial Residence.	Supposed British or Foreign Residence of Family.	Moneys received.	Payments made.	Paid into the Treasury and Bank of Victoria.	Date of Order.	REMARKS.
				£ s. d.	£ s. d.	£ s. d.		
167	John Whitehead	Carlsruhe	Ireland	0 0 10	—	0 0 10	... ..	Died 7th May, 1860
168	Robert Ferguson	Ballaarat	Scotland	25 17 9	25 17 9	—	18th October, 1860	Died 25th June, 1860
169	Henry Affleck	Yan Yean	Unknown	54 8 9	39 8 7	15 0 2	18th October, 1860	Died 9th March, 1860
170	Hugh Hy. Harris	Indigo	Unknown	100 0 0	5 0 0	95 0 0	... ..	Died 9th February, 1860
171	John Shippey	Melbourne	Unknown	54 0 0	21 8 0	32 12 0	5th October, 1860	Died 5th September, 1860
172	Patrick Morgan	None	... ..	0 0 6	—	0 0 6		
173	H. H. H. Hautzch	None	Dresden	1 6 3	1 6 3	—	18th April, 1861	Died on board ship "Anglesey," from London, 26th June, 1860
174	John Sangster	Korong	Unknown	24 19 3	24 9 1	0 10 2	5th October, 1860	Died 2nd January, 1859
175	William Rittie	Ballaarat	England	159 6 2	10 12 0	148 14 2	18th October, 1860	Died 28th April, 1860
176	Alexander Anderson	Mansfield	Unknown	46 10 5	4 9 10	42 0 7	18th October, 1860	Died 28th December, 1859
177	Thomas Logan	Black Forest	Ireland	79 11 7	79 11 7	—	25th October, 1860	Died 30th November, 1859
178	Michael Gaynor	Melbourne	Ireland	59 10 5	3 13 8	55 16 9	5th October, 1860	Died 5th April, 1860
179	H. H. H. Hautzch	None	Dresden	49 19 5	49 19 5	—	18th April, 1861	Died on board ship "Anglesey," from London, 26th June, 1860
180	John Islop	Melbourne	England	26 5 3	3 4 6	23 0 9	30th May, 1861	Died 15th November, 1860
181	John Shannon	Chinaman's Flat	Ireland	155 0 0	155 0 0	—	28th February, 1861	Died 2nd November, 1860
182	T. O'Halloran	Gisborne	Unknown	0 19 6	0 19 6	—		
183	William Russell	Queenscliff	... ..	0 7 0	0 2 2	0 4 10	... ..	Found hung at Queenscliff, 1st August, 1860
184	Neil Peter Christian Lindskor	Sandhurst	... ..	3 17 6	3 17 6	—	... ..	Died November, 1860
185	John Shaw	Melbourne	England	3 5 6	1 8 4	1 17 2	... ..	Died 4th March, 1861
Totals				£ 9,868 15 6	4,160 18 8	5,748 3 5		

27th July, 1861.

GEORGE SHOVELBOTTOM,
Curator of the Estates of Deceased Persons.

Inserted by the Agents-General for Crown Colonies, pursuant to instructions from the Secretary of State for the Colonies.
Crown Colonies Office, 6, Adelphi-terrace, W.C.—26th November, 1861.

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 16th day of November 1861.

PRIVATE BANKS.

Name, Title, and Principal Place of Issue.			Average Amount.
Ashford Bank	Ashford	Jemmett, Pomfret, and Co.....	10342
Aylesbury Old Bank	Aylesbury	Cobb and Co.....	25379
Baldock Bank and Baldock and Biggleswade Bank	Biggleswade.....	Wells, Hogge, and Co.	25566
Barnstaple Bank	Barnstaple	Marshall and Co.	5510
Basingstoke and Odiham Bank	Basingstoke.....	Seymour, Lamb, and Co.	17135
Bedford Bank	Bedford	Barnard and Co.	31573
Bewdley Bank.....	Bewdley	Nichols, Baker, and Co.	12088
Bicester and Oxfordshire Bank and Oxford Bank	Bicester	Tubb and Co.....	16509
Birmingham Bank	Birmingham	Attwoods, Spooner, and Co.....	22987
Boston Bank	Boston	Claypon and Co.	71351
Boston Bank	Boston	Gee and Co.	14891
Bridgwater Bank	Bridgwater	J. and J. L. Sealey	7054
Bristol Bank	Bristol	Miles, Miles, and Co.....	22400
Broseley and Bridgnorth and Bridgnorth and Broseley Bank	Broseley	Pritchards & Co.	18652
Buckingham Bank	Buckingham	Bartlett, Parrott, and Co.....	20117
Bury and Suffolk Bank, Sudbury Bank, and Stowmarket Bank.....	Bury St. Edmunds	Oakes, Bevan, and Co.....	52627
Banbury Bank	Banbury	J. C. and A. Gillett	30659
Banbury Old Bank	Banbury	Cobb and Son.....	23848
Bedfordshire Leighton Buzzard Bank	Leighton Buzzard	Bassett, Son, and Co.	35306
Birmingham Bank	Birmingham	Lloyds and Co.	28682
Bradford Old Bank.....	Bradford, Yorkshire	Harris and Co.	11980
Brecon Old Bank	Brecon	Wilkins and Co.	48386
Brighton Union Bank.....	Brighton	Hali, and Co.	19557
Burlington and Driffeld Bank	Burlington	Harding, Smith, and Co.	12392
Bury Saint Edmunds Bank	Bury St. Edmunds	Worledge and Co.	2772
Cambridge Bank.....	Cambridge	Mortlock and Co.	13553
Cambridge and Cambridgeshire Bank	Cambridge	Messrs. Fosters	47995
Canterbury Bank	Canterbury	Hammond and Co.	33604
Carmarthen Bank	Carmarthen	David Morris and Sons.....	22034
Chertsey Bank	Chertsey	La Coste and Son.....	2860
Colchester Bank	Colchester	Round, Green, and Co.....	15382
Colchester and Essex Bank, and Witham and Essex Bank, and Hadleigh, Suffolk, Bank	Colchester	Mills, Bawtree, and Co.	29187
Cornish Bank, Truro	Truro	Tweedy and Co.	43915
Coventry Bank	Coventry	Little and Woodcock	3971
City Bank, Exeter	Exeter	Milford and Co.....	18740
Craven Bank	Settle	Alcocks, Birkbeck, and Co.	73664
Chepstow Old Bank	Chepstow	Snead and Co.	8627
Derby Bank	Derby	W. and S. Evans and Co.....	9413
Derby Bank	Derby	Samuel Smith and Co.....	35534
Derby Old Bank and Scarsdale and High Peak Bank	Derby	Crompton, Newton and Co.	25903
Devizes and Wiltshire Bank.....	Devizes	Locke and Co.	8184
Diss Bank	Diss	Fincham and Co. ..	9950
Doncaster Bank and Retford Bank...	Doncaster.....	Cooke and Co.	68136
Darlington Bank, Durham Bank, and Stockton-on-Tees Bank.....	Darlington	Backhouse and Co.	84853
Devonport Bank.....	Devonport	Hodge and Co.	7421
Dorchester Old Bank and Dorsetshire Bank	Dorchester	Williams and Co. ...	39892
East Cornwall Bank.....	Liskeard	Robins, Foster, and Co.	98503
East Riding Bank.....	Beverley	Bower and Co.	52292

Name, Title, and Principal Place of Issue.			Average Amount.
			£.
Essex Bank and Bishop's Stortford Bank } Exeter Bank	Chelmsford	Sparrow, Tufnell, and Co.	39659
	Exeter	Sanders and Co.	24877
Farnham Bank	Farnham	Knight and Son.....	8028
Faversham Bank.....	Faversham	Hilton and Co.	5806
Godalming Bank.....	Godalming	Mellersh and Co.	4095
Guildford Bank	Guildford.....	Haydon and Co.	12761
Grantham Bank	Grantham	Hardy and Co.	27457
Hereford City and County Bank.....	Hereford	Matthews and Co... ..	13569
Hull Bank and Kingston-upon-Hull Bank } Huntingdon Town and County Bank	Hull	Smith, Brothers, and Co.	18855
	Huntingdon.....	Veasey and Co.	45085
Harwich Bank	Harwich	Cox, Cobbold, and Co.....	4621
Hertfordshire, Hitchin Bank.....	Hitchin	Sharples and Co.	34535
Hereford. Ross and Archenfield Bank, and Ross and Archenfield Bank } Ipswich Bank	Ross	Morgan and Co.....	19465
	Ipswich	Bacon and Co.	20209
Ipswich and Needham Market Bank, Suffolk, Hadleigh Bank, Manningtree and Mistley Bank, and Woodbridge Bank } Kentish Bank	Ipswich	Alexanders and Co.	59805
	Maidstone	Randall, and Co.	17521
Kington and Radnorshire Bank.....	Kington	Davies and Co.	25998
Knaresborough Old Bank and Ripon Old Bank } Kendal Bank	Knaresborough ...	Harrison and Co.	20777
	Kendal.....	Wakefield, Crewdson, and Co....	43507
Longton Staffordshire Bank ..	Longton	C. Harvey and Son	4992
Leeds Bank.....	Leeds ..	Beckett and Co.	53518
Leeds Union Bank	Leeds	W. Williams, Brown and Co. ...	37487
Leicester Bank	Leicester ...	T. and T. T. Paget	26564
Lewes Old Bank	Lewes	Whitfeld and Co.	25956
Lincoln ..	Lincoln	Smith, Ellison, and Co.....	90070
Llandoverly Bank, Lampeter Bank, and Llandilo Bank } Loughborough Bank	Llandoverly	D. Jones and Co.	34567
	Loughborough....	Middleton, Cradock and Co.	7617
Lymington Bank.....	Lymington	S. and G. F. St. Barbe.....	2988
Lynn Regis and Lincolnshire Bank ..	Lynn Regis.....	Gurneys and Co.	33965
Lynn Regis and Norfolk Bank ...	Lynn Regis.....	Jarvis and Co.	13477
Macclesfield Bank	Macclesfield	Brocklehurst and Co.	7695
Manningtree Bank	Manningtree	Nunn and Co.	5568
Merionethshire Bank	Dolgelly	Williams and Son	5822
Miners' Bank	Truro	Willyams and Co.....	17440
Monmouthshire Agricultural and Commercial Bank } Monmouth Old Bank	Abergavenny	Bailey and Co. ..	27354
	Monmouth	Bromage and Gosling	11109
Newark Bank	Newark	Godfrey and Riddell.....	22997
Newark and Sleaford Bank, and Sleaford and Newark Bank } Newbury Bank	Sleaford	Handley, Peacock, and Co.	49415
	Newbury	Bunny, Slocock, and Co.	12548
Newmarket Bank	Newmarket	Hammond and Co.	18776
Norwich Crown Bank and Norfolk and Suffolk Bank } Norwich and Norfolk and Fakenham Banks } Nottingham and Nottinghamshire Bank } Navai Bank, Plymouth ..	Norwich ..	Harveys and Hudsons	46775
	Norwich	Gurneys and Birkbecks	94605
Nottingham.....	Nottingham.....	Hart, Fellows, and Co.....	7274
Plymouth.....	Plymouth.....	Harris and Co.	22077
Sarum ..	Sarum ..	Pinckney, Brothers	8551
Nottingham	Nottingham	Samuel Smith and Co.....	29789

Name, Title, and Principal Place of Issue.			Aver Amount.
			£.
Oswestry Bank and Oswestry Old Bank	Oswestry	Croxon and Co.....	11130
Oxford Old Bank	Oxford	Parsons and Co.	32701
Old Bank, Tonbridge, Tonbridge and Tonbridge Wells Old Bank, Ton- bridge and Tonbridge Wells and Sevenoaks Bank.....	Tonbridge	H., S., A. H., T., and A. T. } Beeching	9105
Oxfordshire Witney Bank	Witney	J. W. Clinch and Sons.....	10747
Pease's Old Bank, Hull, the Hull } Old Bank and Beverley Bank.....	Hull.....	Peases and Co.	46634
Penzance Bank	Penzance	Batten and Co.	8120
Pembrokeshire Bank	Haverfordwest..	J. and W. Walters	11729
Reading Bank .. .	Reading	Simonds and Co.	23532
Reading Bank	Reading	Stephens, Blandy, and Co.	26490
Richmond Bank	Richmond	Roper and Co.	6404
Rochdale Bank	Rochdale	Clement, Royds, and Co.	3036
Rochester, Chatham, and Strood Bank	Rochester.....	Day, Nicholson, and Co.	7936
Royston Bank	Royston	Fordham and Sons	10575
Rugby Bank	Rugby	A. Butlin and Son.....	10985
Rye Bank.....	Rye	R. C. Pomfret and Co.....	9256
Ross Old Bank, Herefordshire	Ross	Allaway and MacDougall	3780
Saffron Walden and North Essex Bank	Saffron Walden ..	Gibsons and Co.	26377
Salop Bank	Shrewsbury.....	Burton, Lloyd, and Co.	12395
Scarborough Old Bank ..	Scarborough	Woodall and Co.	24370
Shrewsbury Old Bank and Shrews- } bury and Ludlow Bank ..	Shrewsbury..	Rocke, Eyton, and Co.....	41238
Sittingbourne and Milton Bank.....	Sittingbourne	Vallance and Co.	3120
Southampton Town and County Bank	Southampton'	Maddison, Pearce, and Co.	8759
Southwell Bank	Southwell	Wylde and Co.	10765
Southampton and Hampshire Bank ..	Southampton	Atherley and Co.	2559
Stafford Old Bank	Stafford ..	Stevenson and Co.	13167
Stamford and Rutland Bank	Stamford	Eaton, Cayley, and Co.....	26176
Shrewsbury and Welsh Pool Bank.....	Shrewsbury	Beck, Downward, and Co.	21522
Taunton Bank.....	Taunton	H., R. and H. J. Badcock	27111
Tavistock Bank	Tavistock.....	Gill, Sons, and Co.	11199
Thornbury Bank.....	Thornbury	Harwood and Co.	8973
Tiverton and Devonshire Bank	Tiverton	Dunsford and Co.	11945
Thrapston and Kettering Bank, } Northamptonshire .. .	Thrapston	Yorke and Eland ..	11653
Tring Bank and Chesham Bank	Tring	Butcher and Sons	12469
Towcester Old Bank	Towcester	Percival and Co. ...	6794
Union Bank, Cornwall	Helston	Vivian and Co.	15074
Uxbridge Old Bank	Uxbridge.....	Hull, Smith, and Co.	10823
Wallingford Bank	Wallingford.....	Hedges, Wells, and Co.....	7414
Warwick and Warwickshire Bank.....	Warwick	Greenway and Co.....	20925
Wellington Somerset Bank.....	Wellington	Fox, Brothers, and Co.	4017
West Riding Bank, Wakefield, and } Pontefract Bank	Wakefield	Leatham, Tew, and Co.	47480
Whitby Old Bank	Whitby	Simpson, Chapman, and Co. ...	14500
Winchester, Alresford, and Alton Bank	Winchester	Bulpett and Co.....	16340
Weymouth Old Bank and Dorchester } Bank ..	Weymouth	Eliot, Pearce, and Co.	14080
Wirksworth and Ashbourne Derby- } shire Bank	Wirksworth.....	Arkwright and Co.	35676
Wisbech and Lincolnshire Bank	Wisbech	Gurneys and Co.	50151
Wiveliscombe Bank	Wiveliscombe	P. and W. Hancock	7205
Wolverhampton Bank	Wolverhampton ..	Sir F. L. H. Goodricke.....	13613
Worcester Old Bank and Tewkes- } bury Old Bank	Worcester	Berwick, Lechmere, & Co.....	78766
Wolverhampton Bank	Wolverhampton ..	R. and W. F. Fryer	10887
Yarmouth and Suffolk Bank, and } Halesworth and Suffolk Bank... }	Yarmouth	Gurneys, Birkbeck, and Co.....	44455
Yarmouth, Norfolk and Suffolk Bank	Great Yarmouth...	Sir E. H. K. Lacon, Bart. & Co.	11455
York Bank	York	Swann, Clough, and Co.	37818

JOINT STOCK BANKS.

Name, Title, and Principal Place of Issue.	Average Amount.
	£.
Bank of Westmorland	Kendal 11473
Barnsley Banking Company	Barnsley 9620
Bradford Banking Company	Bradford 48798
Bilston District Banking Company	Wolverhampton 9630
Bank of Whitehaven	Whitehaven 31227
Bradford Commercial Banking Company.....	Bradford 19496
Burton, Uttoxeter, and Staffordshire Union Banking } Company	Burton-upon-Trent 44040
Chesterfield and North Derbyshire Banking Company	Chesterfield 10029
Cumberland Union Banking Company.....	Workington 34525
Coventry and Warwickshire Banking Company	Coventry 20445
Coventry Union Banking Company	Coventry 13282
County of Gloucester Banking Company	Cheltenham 108435
Carlisle and Cumberland Banking Company	Carlisle 26202
Carlisle City and District Bank	Carlisle 19714
Dudley and West Bromwich Banking Company	Dudley 27124
Derby and Derbyshire Banking Company	Derby 19200
Darlington District Joint Stock Banking Company	Darlington..... Not received.
East of England Bank	Norwich..... 24021
Gloucestershire Banking Company.....	Gloucester..... 143052
Halifax Joint Stock Bank	Halifax 18037
Huddersfield Banking Company	Huddersfield 36415
Hull Banking Company	Hull 28840
Halifax Commercial Banking Company	Halifax 12683
Halifax and Huddersfield Union Banking Company	Halifax 42520
Helston Banking Company	Helston 1495
Herefordshire Banking Company	Hereford 23561
Knaresborough and Claro Banking Company	Knaresborough 27771
Kingsbridge Joint Stock Bank	Kingsbridge 3176
Lancaster Banking Company	Lancaster 64451
Leeds Banking Company.....	Leeds..... 22633
Leicestershire Banking Company	Leicester 70938
Lincoln and Lindsey Banking Company.....	Lincoln 46430
Leamington Priors and Warwickshire Banking Company.....	Leamington Priors 10598
Ludlow and Tenbury Bank	Ludlow 9125
Moore and Robinson's Nottinghamshire Banking Company ...	Nottingham 27528
Nottingham and Nottinghamshire Banking Company	Nottingham 25976
National Provincial Bank of England.....	Birmingham 421810
North Wilts Banking Company	Hd. Office, 112, Bishopsgate-st., London
Northamptonshire Union Bank	Melksham 50523
Northamptonshire Banking Company.....	Northampton..... 72360
North and South Wales Bank.....	Northampton..... 22398
	Liverpool 64271
Pares's Leicestershire Banking Company	Leicester 56405
Saddleworth Banking Company	Saddleworth 1825
Sheffield Banking Company.....	Sheffield..... 35281
Stamford, Spalding, and Boston Banking Company	Stamford 52940
Stuckey's Banking Company, Bristol Somersetshire Bank, } and Somersetshire Bank	Langport 313564
Shropshire Banking Company.....	Shiffnall..... 46429
Stourbridge and Kidderminster Banking Company	Stourbridge 54966
Sheffield and Hallamshire Banking Company.....	Sheffield.. 23350
Sheffield and Rotherham Joint Stock Banking Company.....	Sheffield..... 51927
Swaledale and Wensleydale Banking Company.....	Richmond 52571
Wolverhampton and Staffordshire Banking Company	Wolverhampton..... 29387
Wakefield and Barnsley Union Bank	Wakefield 14371

Name, Title, and Principal Place of Issue.		Average Amount.
		£
Whitehaven Joint Stock Banking Company	Whitehaven	30564
Warwick and Leamington Banking Company	Warwick	27868
West of England and South Wales District Bank	Bristol	60120
Wilts and Dorset Banking Company	Salisbury	73627
West Riding Union Banking Company	Huddersfield	33165
Whitechurch and Ellesmere Banking Company	Whitechurch	5295
Worcester City and County Banking Company.....	Worcester	6345
York Union Banking Company	York	60060
York City and County Banking Company.....	York	93719
Yorkshire Banking Company	Leeds.....	117950

W. W. DALBIAC, Registrar of Bank Returns.

Inland Revenue Office, November 23, 1861.

Furness and Coniston Railway Companies.
(Amalgamation; Arrangements as to Capital,
and amongst Shareholders; Amendment of
Acts)

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

To authorise the union and amalgamation from and after such period and upon such terms and conditions as may have been or may hereafter be agreed upon, or as may be fixed, ascertained, and determined in, by, or under the provisions of the intended Act of the Coniston Railway Company, with and into the Furness Railway Company, hereinafter called "The Company," and for the union and consolidation into one undertaking of the undertakings of such two Companies respectively, so that the undertakings, property, estate, and effects, rights, powers, and privileges, of what nature or kind soever, and whether with reference to the separate undertakings of the said two Companies respectively, or to the undertakings of any other Company, body or persons, or to undertakings in which the two Companies respectively may have only a partial interest, and whether with reference to the purchase of other undertakings, or of lands and houses, construction of works, levying of tolls, rates and duties, or otherwise, vested in and belonging to, or exercised and enjoyed by, the said Companies, severally or jointly, at the time of such amalgamation, may be vested in, and belong to, and be exercised and enjoyed by the Company as such one united and consolidated Company.

To provide for the dissolution of the Coniston Railway Company, and for the incorporation of the shareholders therein with the Company and its shareholders, and for the appointment of directors of the Company, and for regulating, fixing, and enlarging the capital stock, and borrowing powers of the Company, and the rights, privileges, preferences, and priorities of the shareholders in the said two Companies, and of the different classes of such shareholders as amongst each other in the capital stock of the Company, and for the fulfilment and discharge by the Company of all or some of the contracts, agreements, or arrangements

entered into, and liabilities incurred by the said two Companies, jointly or severally, or otherwise howsoever, and capable of taking effect, or being enforced at the period of such union and amalgamation.

To provide for varying or affecting the mortgage and bond, or other debts of the said two Companies, and the security of the holders of such mortgages and bonds, and of other creditors, and also to provide for altering, varying, or increasing the tolls, rates, and duties leviable by the said two Companies, or either of them, in respect of their respective undertakings, and also for conferring, varying, or extinguishing exemptions from the payment of such tolls, rates, and duties, and other rights and privileges, and also for the division and apportionment of the proceeds of the traffic, or part of the traffic over the railways of the said two Companies, or some parts thereof between the said two Companies, or amongst the respective classes or sections of shareholders in the Company for the time being, representing the shareholders in the said two Companies respectively.

And the said intended Act will provide for carrying into effect with such alterations (if any), as may hereafter be agreed upon, or required or sanctioned by Parliament, the terms and conditions of all existing agreements between the two Companies with reference to the proposed amalgamation.

And it is further proposed, by the intended Act, to alter, amend, extend, enlarge, and repeal all or some of the powers and provisions of the Acts of Parliament following, viz.: "The Furness Railway Act, 1855," and "The Coniston Railway Act, 1857," and any other Acts of Parliament which it may be necessary to repeal, alter, or amend, for the purposes to be authorised by the intended Act, and to consolidate all or some of the powers and provisions of the said Acts, or any or either of them, and of the intended Act into one Act.

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

Dated this 9th day of November, 1861.

Salford Improvement.

(Repeal, Consolidation, and Amendments of Acts ; Further Powers for the good Government and regulation of the Borough ; Provisions as to the Supply of Water by the Corporation of Manchester to the Corporation of Salford ; Extension of the Limits of the Corporation of Salford for the Supply of Water ; Amendment of Manchester Corporation Water Works Acts ; Provisions as to certain Charities ; Additional rating and borrowing powers ; and other purposes).

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, by the Mayor, Aldermen, and Burgesses, (hereinafter called "the Corporation") of the borough of Salford (hereinafter referred to as "the Borough"), for leave to bring in a Bill to repeal wholly or partially, and to consolidate and re-enact, or to alter, amend, extend, and enlarge the Acts (local and personal) relating to the borough of Salford, of the 11 Geo. 4, cap. 8 ; 7 Vict., cap 33 ; 13 and 14 Vict., cap. 75 ; 16 Vict., cap. 32 ; 20 and 21 Vict., cap. 132 ; 22 and 23 Vict., cap. 19.

To alter and amend, and if need be, partially repeal the following Acts (local and personal) relating to the city of Manchester, 10 and 11 Vict. cap. 203 (and the several Acts therein recited) ; 11 and 12 Vict., cap. 101 ; 17 Vict., cap. 38 ; 21 and 22 Vict., cap. 87 ; 23 Vict., cap. 93 ; and the Act (local and personal) relating to the Lancashire and Yorkshire Railway Company, 15 and 16 Vict., cap. 132 ; and the Acts (public and general), of the 17 and 18 Vict., cap. 20, and the 18 and 19 Vict., cap. 70.

To incorporate with the proposed Act in extenso, or by reference, all or some of the powers and provisions of "The Commissioners Clauses Act, 1847," "The Towns Improvement Clauses Act, 1847," "The Gas Works Clauses Act, 1847," "The Waterworks Clauses Act, 1847," "The Markets and Fairs Clauses Act, 1847," "The Town Police Clauses Act, 1847," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," "The Public Health Act, 1848," "The Local Government Act, 1858," the "Local Government Act (1858) Amendment Act, 1861 ;" the 18 and 19 Vict., cap. 120 (intituled "An Act for the better Local Management of the Metropolis") ; and of the Acts for amending such Act, viz., the 19 and 20 Vict., cap. 112, and 21 and 22 Vict., cap 104.

To provide that all or some of the purposes of the proposed Act shall be carried into effect by the Council of the Borough, and to vest in the Council such of the property and powers of the Corporation as may be deemed necessary.

To vest all the sewers and drains in the borough, with the works and rights thereunto appertaining, or necessary to the due supervision thereof in the Corporation, and to enable the Corporation to form new sewers, and to alter and demolish existing sewers, and to alter open drains and watercourses, and to convert the same into public sewers ; and to enable the Corporation to cause banks, wharfs, or defences, within or adjoining the borough, to be removed, re-built, raised, or strengthened, and to do all other acts necessary for draining the borough and protecting it from overfl wings or inundations, and to give the Corporation compulsory powers of entry upon lands, and of taking lands and easements in lands, and of using drains for the purpose of forming communications with

other drains, sewers, or watercourses, and to widen and enlarge drains.

To enable the Corporation to charge owners, lessees, and occupiers of property, with the expense of converting open drains into sewers, and of connecting open drains with sewers and to declare what shall be main sewers and to provide for their construction and maintenance out of district rates or funds, or by the owners, lessees, and occupiers of lands or buildings drained thereby ; and to provide for the construction and maintenance of other sewers by owners, lessees, and occupiers of lands and buildings.

To compel the owners, lessees, and occupiers of lands and buildings, to sewer and drain the same, and provide sanitary conveniences thereto.

To provide that all present and future streets, ways, courts, passages, and yards in the borough, shall be sewered, drained, levelled, paved, flagged, and repaired, by the owners thereof, or by the owners of messuages, lands, tenements, and hereditaments, adjoining to, or abutting upon or near to such streets or ways.

To regulate the situation, and the length, width, crossings, and level of every new street and foot-way, and the level and size of every new sewer and drain, and to regulate the height of buildings in new streets, and to prohibit the front entrances of buildings opening into streets of less than a certain width.

To regulate the building of houses in courts, and to prohibit cellars and underground places being made under streets without consent of the Corporation, and to provide that the owners, lessees, and occupiers of such as are existing, or may hereafter be made, shall keep the same, and the entrances thereto in repair, and to require the fencing off of lands from streets.

To provide that no cellar, or vault, or underground room, not now built, or rebuilt, or let, or used as a separate dwelling, shall be let or used as such ; and to enable the Council to prohibit the use of cellars, vaults, or underground rooms as dwellings, and to regulate the number of inhabitants of certain dwelling-houses.

To provide that no building within the borough shall be built, or rebuilt, wholly or partially, or externally altered, without the Corporation having approved the plans and sections, and other details thereof ; and to enable the Corporation to require improvements therein.

To enable the Corporation to regulate the height and construction of chimnies, and to require means to be adopted for the consumption of smoke within the borough, and preventing injury and annoyance therefrom, or from any noxious effluvia, and to give powers of entry into and inspection of lands and buildings for those purposes.

To enable the Corporation to require any present or future projection or obstruction in any street to be removed, and so to deal with ruinous or dangerous buildings or places, as to prevent accidents or nuisances ; and generally to prevent dangers, accidents, nuisances, and annoyances within the borough, and immoral and improper practices therein, with powers of entry into and upon buildings and lands to prevent the same.

To enable the Corporation to demolish and alter works imperfectly executed, and to make provision for the execution of all works, and the doing of all things required by the proposed Act, or ordered by the Corporation to be done under the provisions thereof, and to provide for the recovery of damages and expenses incurred by the Corporation, and of penalties from the owners, lessees, and occupiers of lands, messuages, tenements,

ments, and hereditaments, or other persons liable thereto by action-at-law or by distress, and to enable persons under disability to raise by mortgage any sums necessary to defray the expenses incurred in executing any requisite work, and charging the property in respect of which such work shall be done, and the occupiers thereof, and any other property belonging to the same owner and the occupiers thereof, with such expenses and interest thereon, in priority over all previous charges, and to enable the Corporation, under certain circumstances, to enclose vacant lands, and to lease and let vacant lands and buildings to defray the demands of the Corporation in respect of such lands and buildings, and to provide for the payment of rent by occupiers of property to the Corporation in discharge of the claims of the Corporation and with powers of recovery, and to enable the Corporation to pay for the repairs and other outgoing of property out of moneys which they shall receive from the occupier in respect of the demands of the Corporation.

To authorize the Corporation by agreement to stop up so much of Ordsall-lane in Salford, as lies between Stephenson-street and Rodney-street, both in Salford, when and so soon as a substituted street between those two points shall have been completed and opened for public use, and to enable the Corporation by agreement, or, if need be, compulsorily, to alter, divert, stop up, or inclose the whole or any part of any other street or way they may deem necessary, and to appropriate any street or part of a street which by reason of any improvement is or may be no longer required for the public use, and in all the above cases to vest the soil in the Corporation, and to enable the Corporation to sell, exchange, or otherwise dispose of the soil.

To enable the Corporation to lay down, maintain, repair, and take up tramways and rails in any street or way within the borough, or to license other persons to do so, and to use or permit the use of such tramways, and to regulate the drivers and conductors of carriages using such tramways or passing along any street in which a tramway may be laid down.

To authorize the Corporation to enlarge their existing gas works, and to provide additional gas works and gas mains and other apparatus, and to give additional powers in respect of gas and the recovery of gas rents, and wholly or partially to remove the restriction on the Corporation contained in the 5th section of the said Act of the 22nd and 23rd Vict., cap. 19.

To extend the powers of the inspector acting within the borough under the Public and General Act, 22 and 23 Victoria, chapter 66, to all places within the limits of the Corporation for the supply of gas, and to authorize the payment of the expenses of executing such Act out of the borough fund or borough rate.

To alter the mode of applying or appropriating the profits made by the Corporation from their gas works, and to authorise the Salford, Broughton, and Pendleton districts to expend all or part of their respective proportions of such profits, either in reduction of the district rates (including therein the highway rates) or in making improvements within their respective districts.

To authorise the Corporation to extend their mains and pipes and other works for the supply of water, and to provide and maintain additional mains and pipes and all such other apparatus, works, matters, and things as will the better enable them to supply water within all such places as the Corporation may for the time being be authorised to supply with water.

To extend the limits within which the Corporation are authorized to supply water for domestic and other purposes, and to include all or some of the places in the neighbourhood and environs of the borough, and to require the mayor, aldermen, and citizens of the city of Manchester (hereinafter called the Corporation of Manchester) to supply all such water as they now are, or may hereafter be, under obligation to supply to the Corporation continuously during the twenty-four hours of every day (with such exception, if any, as may be provided for in the proposed Act), and at a greatly increased pressure, such as will at times make the water reach the top story of the highest building in the Salford and Pendleton districts respectively, and to require the Corporation of Manchester, to construct, erect, and maintain at or near Blackfriars Bridge, situate between Manchester and Salford, a meter or meters, or other apparatus, for correctly measuring all the water actually supplied by them to the Corporation, and it is intended to impose upon the Corporation of Manchester penalties for failing to supply the quantity of water which for the time being they are or may be under obligation to supply to the Corporation, and for failing to construct and erect the said meter or meters, or apparatus, and for failing to keep and maintain the same in proper working order, and for failing to supply the water continuously or at the pressure required by the proposed Act; and it is intended to make the remuneration hereafter to be paid by the Corporation to the Corporation of Manchester for water dependent upon the amount of water actually supplied to the Corporation, to be ascertained by the proposed meter or meters, or apparatus, at Blackfriars Bridge aforesaid; and it is intended, in case the Corporation of Manchester shall fail to erect and construct, or to maintain and keep in good working order, any such meter or apparatus, to authorise the Corporation to provide the requisite meter or meters or other apparatus, and to charge the Corporation of Manchester with their proportion of the expenses; and thenceforth the Corporation of Manchester shall cause all the water for the time being supplied to the Corporation to pass through such meter or meters, or other apparatus, so provided by the Corporation; and it is intended to make provision for the compulsory reference of disputes between the two Corporations to arbitration; and it is intended to authorise the two Corporations to enter into agreements with reference to the supply and distribution of water by the Corporation to and in parishes, townships, and places lying beyond the respective boundaries of the city of Manchester and the borough of Salford, and within the limits comprised in the several Acts relating to the Manchester Corporation Waterworks, and wholly or partially unsupplied with water by the Corporation of Manchester, and with reference to the user of the mains and pipes of either of such Corporations by the other of them for the purpose of carrying out the powers of supplying or distributing water for the time being vested in either of them; and to provide for the cessation of all the existing or remaining powers of the Corporation of Manchester within the Salford and Pendleton districts; and in case the Corporation shall acquire as aforesaid the right of supplying or distributing water to or in any such parish, township, or place, or part thereof, as the case may be, then all the powers of the Corporation of Manchester, with reference to the supply or distribution of water, shall as regards such parish, township, or place, or part thereof, as the case may be, become vested in the Corporation, who may also in such parish, town-

ship, or place, or part thereof, as the case may be, have and exercise all the powers of the proposed Act, as respects the supply or distribution of water (save the power of levying a compulsory water-rate), and the two Corporations may enter into agreements for an additional supply of water to the Corporation for any such purposes; and it is intended to authorise the Corporation to demand and recover water-rates or rents in advance, and to recover water-rates and rents due from previous occupiers from the tenant for the time being of the property, or from the owner.

To authorise the two Corporations to enter into agreements for the sale and transfer to the Corporation of all the property, powers, rights, and privileges of the Corporation of Manchester in reference to the supply of water to the Broughton district, and for the sale of water to the Corporation for the purpose of such supply, and failing agreement to require the Corporation of Manchester, at the request of the Corporation, to submit the terms, conditions, and consideration for such sale, transfer, and supply, and the mode and times of such supply to arbitration, and to empower the Corporation to exercise within the Broughton district the like powers of supplying water as they have within the Salford district, subject to the restrictions of the proposed Act.

And it is not intended to re-enact so much of the 58th Section of the said Act of the 16th year of Her present Majesty as relates to the sanction of a public meeting of the ratepayers of the Broughton district, and it is intended to authorise the levying of a compulsory water rate within the Pendleton district with the consent of a Pendleton District Committee.

And it is intended to authorize the Corporation to let for hire meters and other apparatus for measuring the supply of gas and water, and to enter buildings to ascertain the registration and correct working of meters, and for fixing, repairing, and removing meters, and to provide against the waste and misuse of water and gas, with authority to cut off the supply in certain cases.

To enable the Corporation to make regulations respecting the use of markets and fairs, and the sale and disposition of animals and goods, and the conduct of the persons in charge thereof, and to let standing-places and other accommodation in market-places and fairs, and to prevent the sale of cattle and goods otherwise than in the market-places or fairs of the Corporation, or in places licensed by the Corporation, and to provide for the weighing and measuring of goods by the Corporation, or by persons licensed by them only, and to prevent the use of false weights and measures, and the sale or possession of unwholesome meat or food, and the bringing diseased animals into the borough, and to prevent persons ill-treating animals.

To enable the Corporation to provide and license slaughter-houses and knackers' yards, and to revoke or suspend existing and future licenses, and to prevent the slaughtering of cattle or other animals elsewhere than in slaughter-houses or knackers' yards provided by the Corporation.

To extend to the borough the Public Acts, 22 and 23 Vict., cap. 56, and 23 and 24 Vict., cap. 84, or parts thereof, and to provide that no Inspector of Weights and Measures, unless appointed by the Corporation, shall have any authority within the borough.

To enable the Corporation to provide and license weighing machines, and revoke existing and future licenses, and to prohibit weighing machines unless licensed by the Corporation, and to provide for the registration and management of weighing

machines and the persons using or keeping the same; and to enable the Corporation to provide pounds, and to impound stray cattle and animals, and to levy fees and charges therefor.

To enable the Corporation to purchase or lease lands, tenements, and hereditaments, within or without the borough, and erect and maintain buildings for the purposes of public recreation, or for improving any property acquired by them for such purposes, and to enable the Corporation to build, re-build, or repair, a river wall at and near Peel Park, and to charge the cost and expenses of and incidental, to the said objects, and of and incidental to Peel Park and the free library and museum there, on the borough fund, or any other fund, and to levy those costs and expenses as part of the borough rate, and to vest the control and management of Peel Park, or any other place of public recreation in any committee for managing the museum and library.

To provide for the distribution of "Buerdell's," "Broster's," and "Cuthbertson's" Charities, and of the income of the Brotherton Memorial Fund, by the council, or a committee of the council either alone or in connection with the present distributors or trustees of those charities and that fund, and to vest that fund in the Corporation.

To alter and amend and in part to repeal the Act (private) of the 9 and 10 Vict., cap. 32; and to require the trustees acting in execution of that Act to make a report annually to the town council, stating the terms on which they have sold lands or renewed leases during the past year, and the new leases applied for, and the terms upon which they are proposed to be renewed during the ensuing year, together with an account of the receipts and expenditure of the trustees during the past year, and to enable the council to appoint an auditor of the receipts and disbursements of the trustees, and also of the distributors of the charities referred to in the said Act, and also to authorise the council to nominate trustees of the said charities when vacancies may occur.

To enable the Corporation to enter upon property in case of fire, or suspected fire, and to recover extraordinary expenses attending fires.

To enable the Corporation to prevent any interference with the bed or banks of the River Irwell, and the construction or extension of any dam, weir, or other erection or obstruction, with power to remove any such, and in certain cases to require the removal of existing dams, weirs, or other erections or obstruction on or near the river, and to prohibit building on the banks beyond defined limits, and to prevent the casting or flowing into the river of objectionable matter, and generally to do such acts as will prevent the overflowing of the river, and prevent the same from becoming a nuisance, and to charge the expenses upon the borough rate or borough fund, or any other rate or fund, or upon the owners, lessees, and occupiers of property, or other persons benefited by such works, or by whose acts or defaults such works may be rendered necessary.

To enable the Corporation to regulate the letting and use of boats on the River Irwell adjacent to the borough, and to grant licenses for such boats, and to prohibit their use without a license, and to regulate the conduct of persons bathing in that part of the river, or frequenting the banks thereof.

And to provide that if any watercourse, drain, or accumulation of water, forming the boundary between the borough, and any other borough or place, or being partly in both, shall require cleansing, deepening, straightening, or covering over,

the same shall be done to the satisfaction of the Corporation, and that if any property only partly situate within the borough shall be a nuisance or annoyance to the inhabitants, the Corporation shall have the like power over such property as if the same were wholly within the borough.

To enable the Corporation and the Justices of the Division of Manchester to contract for the use of the Town Hall of the borough, for the transaction of divisional business, and to provide that all penalties imposed in the police court of the borough shall be paid to the treasurer of the borough, and be carried to the borough fund.

To prevent neglect of duty by constables, and their resigning without leave or notice, and to require the clothing and accoutrements of constables to be delivered up to the Corporation.

To provide for the licensing and regulation of hackney carriages, and of carts, and of vehicles used or plying for hire, and the owners and persons in charge thereof, and of porters, messengers, and drovers, and for preventing the use of unfit horses, carriages, and carts, and for regulating the weight to be carried in any cart, and the mode of placing loads therein or thereon, and to regulate omnibuses, and to compel the owners of carts, carriages, and other vehicles, to place their names and places of abode thereon, and to regulate the manner in which and by whom carts, carriages, and vehicles, shall be driven so as to prevent accidents, and give remedies against, the owners thereof.

To enable the Corporation to license brokers or dealers in second-hand goods or marine stores and to provide that no person shall carry on those businesses without a license from the Corporation, and to give the Corporation other powers relative to such persons, and to make provisions as to persons having goods reasonably suspected of being stolen.

To authorise the Corporation to purchase, rent or lease additional lands, tenements, and hereditaments for all or any of the purposes of the proposed Act, or of any other Act, local and personal, or public, applicable to the borough; and to sell, lease, exchange, and otherwise dispose of lands, tenements, and hereditaments already or hereafter vested in them, free from any right of pre-emption now existing in any person, and to enter into contracts for all or any of the purposes of the proposed Act.

To vest the powers of the Public Act, 23rd and 24th Victoria, cap. 139, and any Act for amending same, in a Committee to be appointed by the Council, and to authorise such Committee to grant, revoke, or suspend licenses in pursuance of the said Act, and to charge fees for the same.

To provide for the interment by the Guardians of the Poor of the Salford Union, of dead bodies, in certain cases in which the public health might be prejudiced by such bodies remaining uninterred.

To authorize the Corporation to make bye-laws, for all or any of the purposes of the proposed Act, and to recover penalties for their breach.

To provide for the settlement of certain disputed questions of compensation and other disputed questions, by a reference to Justices, or to a Judge of a County Court, with or without a Jury.

To authorise any of the districts of Salford, Broughton, and Pendleton, respectively, to declare that the separate property of the district shall thenceforth be and continue vested in the Corporation for the benefit of the whole borough, on such terms as shall be agreed upon between the Council and a District Committee of the district, and for the purpose of carrying out any such agreement

both or either of the two other districts may pay and apply any monies for the time being under their control to or for the benefit of the district which shall make such declaration.

And it is intended to insert in the proposed Act all such other powers and provisions as may be deemed necessary for the improvement and better regulation of the borough, and promoting the sanitary condition thereof.

And it is intended to authorize the Corporation to make further and additional charges upon and to increase the borough rate, and to make and levy a further and additional rate, or further and additional rates, upon the owners, lessees, and occupiers of all property within the Salford, Broughton, and Pendleton districts respectively, for carrying into effect the several purposes of the intended Act, or some of them, and for the purpose of maintaining and repairing the streets and highways, and also to authorise the Corporation to make, levy, or impose special rates or charges upon the owners, lessees, and occupiers of particular properties within the borough for and in respect of sewerage works and purposes connected with sewers, and the sanitary condition of property, and to authorise the Corporation to make, and levy, and receive a domestic water rate upon the owners, lessees, and occupiers of all the property within the borough, and to levy and receive rates, rents, and remunerations for the supply of water within the borough, and within all the other places within which the Corporation may under the provisions of the intended Act be authorised to supply water, and to authorize the Corporation to levy and receive rates, rents, and remuneration for the supply of gas, and for the use of meters and other apparatus connected with the supply of gas and water, and also to authorise the Corporation to levy and receive rates, tolls, stallages, rents, and remunerations in respect of markets and fairs, and for attending the same, and for standing room, and conveniences thereat, and for the use of weighing machines, and other apparatus for weighing and measuring goods, and the carriages conveying goods, and for the use of slaughter houses and the conveniences connected therewith, and for impounding cattle, and other rates and duties; and it is intended to extinguish all existing or future exemptions from rates, tolls, stallages, rents, and remunerations, especially the exemptions, both entire and partial, specified in the 162nd Section of the said Act, 11 George the 4th, cap. 8, and all other rights and privileges which may interfere with any of the purposes of the proposed Act; and it is intended, if need be, to alter the application of rates, tolls, stallages, rents, and remunerations.

And it is intended for all or any of the purposes of the proposed Act, both those existing and those contemplated, and for all or any of the purposes of any other Act, local and personal, or public, applicable to the borough, to raise moneys, or further or additional moneys, upon all, or some, or any of the following securities, the property of, or under the control of the Corporation, or of the Council, or of some general or district committee of the Council, that is to say, upon the security of the borough rate and borough fund of the borough, and of the improvement rates, highway rates, district rates, and other rates, which by the existing Acts, or by the proposed Act, the Corporation are or may be authorised to levy and raise, and upon the security of any charges, rates or other remunerations which the Corporation are, or by the proposed Act may be, authorised to demand and receive from owners, lessees, and occupiers of property in respect of sewers and in

respect of the making, forming, levelling, paving, and flagging of streets, and upon the security of the markets and fairs, and the tolls, stallages, rates, rents, and remunerations which the Corporation are or may be authorised to levy and demand, in respect of markets and fairs, and of stands therein, and of weighing machines, and of slaughter-houses and pounds for cattle, and upon the security of the plant, mains, pipes, and other works, for the supply of water, and of the rates, rents, and remunerations for the supply of water, and the supply and use of water-meters, and upon the security of the gas works and plant, and of the mains, pipes, and other works for the supply of gas, and of the rates, rents, and remunerations for the supply of gas, and the supply and use of gas-meters and other apparatus, and upon the security of all or any of the other lands, buildings, annuities, rent-charges, tenements, hereditaments, rights, and easements, and other real and personal estate, now or hereafter vested in or enjoyed by or under the control of the Corporation, or of the Council, or of any General or District Committee of the Council.

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

Dated this 14th day of November, 1861.

Geo. Brett, Town Clerk.

Marton and Harbury Railway.

(Incorporation of a Company for making a Railway, from the Rugby and Leamington Railway, in Marton, to the Birmingham and Oxford Railway, in Bishop's Itchington, near Harbury; Running Powers over the Rugby and Leamington Railway to Rugby, and the Birmingham and Oxford Railway to Harbury and Fenny Compton; Power for the London and North-Western Railway Company, or the Great Western Railway Company to work the intended Railway; 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 the following or some of the following purposes:—

1. To make and maintain a railway, with all suitable bridges, stations, warehouses, approaches, and conveniences, commencing by a junction with the Rugby and Leamington line of the London and North-Western Railway Company, in the parish of Marton, in the county of Warwick, near to and on the south-east of the Marton Station; and terminating by a junction with the Birmingham and Oxford junction line of the Great Western Railway Company, in the parish of Bishop's Itchington, in the said county of Warwick, at or near the mile post denoting the distance from London of 93½ miles, which said intended railway and works will be made and maintained from, in, through, or into the several parishes, townships, and extra-parochial places of Marton, Birdingbury (otherwise Birbury), Long Itchington, Bascote, Stokton, Southam, Ladbrooke, Chapel Ascote, Harbury, and Bishop's Itchington, all in the county of Warwick.

2. To cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, and other highways, streets, paths, passages, sewers, waters and watercourses,

streams, canals, navigations, aqueducts, rivers, railways and tramways, within the said parishes, townships, and extra-parochial places aforesaid, as it may be necessary to cross, alter, divert, or stop up, for the purpose of the said railway and works.

3. To purchase lands, houses, tenements and hereditaments, either by compulsion or agreement, for the said intended railway and works.

4. To levy tolls, charges, rates, or duties, upon or in respect of the said railway and works.

5. To enable the said Company, or any other Company or person by arrangement with them, with servants, engines, and carriages, to use and run over so much of the said Rugby and Leamington Railway as lies between the Marton and Rugby Stations, together with those stations, and all intermediate stations, and to use and run over so much of the said Birmingham and Oxford Railway as lies between the Southam Road and Harbury and the Fenny Compton Stations, together with those stations, together with all booking offices, watering-places, works, and conveniences on such several portions of railway and stations.

6. To enable the said Company, and the London and North-Western Railway Company, or the Great Western Railway Company, or any other Company or person, to enter into contracts or agreements for the maintenance and working of the said intended railway and works, by the said London and North Western Railway Company, Great Western Railway or any other Company or person.

It is proposed by the said Bill to amend or repeal the several Acts relating to the London and North Western Railway Company and the Great Western Railway Company, and to incorporate the provisions of "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Companies Clauses Consolidation Act, 1854," and "The Railways Clauses Consolidation Act, 1845."

On or before the 30th day of November instant, duplicate plans and sections of the said railway and works, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands proposed to be taken, with a published map, showing the line or situation of the proposed railway and works, and a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Warwick, at his office in Stratford-on-Avon, and on or before the said 30th day of November instant, 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 any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto.

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

Dated this 13th day of November, 1861.

Fearon and Clabon, Solicitors, 21, Great George-street, Westminster.

Great Western Railway.

Oswestry, Shrewsbury, and Ellesmere Lines.

(Construction of Railways between Oswestry, Ellesmere, and Rednal; Powers to raise Capital; to contribute to and to work the Oswestry, Ellesmere, and Whitchurch Railway, between Ellesmere and Whitchurch; to make arrangements with the Oswestry, Ellesmere, and Whitchurch Railway Company for a Joint Station at Ellesmere, and with the Oswestry and Newtown Railway Company for a Joint Station at Oswestry; Power to run over the Oswestry, Ellesmere, and Whitchurch Railway, the Oswestry and Newton Railway and Branches, and the Newtown and Llanidloes Railway and Branches, and part of London and North-Western Railway; Reciprocal facilities for Traffic; Powers to Levy Tolls; Use of Stations; Repeal of part of the Oswestry, Ellesmere, and Whitchurch Railway Act, 1861; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act, or Acts, to authorize and carry into effect the following, or some of the following, among other purposes (that is to say—

To authorize the Great Western Railway Company, hereinafter called "The Company," to make and maintain the railways following, or any of them, together with all proper works, stations, approaches, and conveniences connected with the said intended railways respectively, viz. 1. A railway commencing by a junction with the Gobowen and Oswestry branch of the Shrewsbury and Chester section of the Great Western Railway, at a point about 55 yards south of the point where such branch railway crosses the turnpike road from Whittington to Oswestry, in the liberties of the town and borough of Oswestry, and terminating by a junction with the Shrewsbury and Chester section of the Great Western Railway, at a point 22 yards north of the point where the same is crossed by the turnpike road leading from Whittington to Westfelton and Shrewsbury, in the parish of Whittington, with a short line from and out of the intended railway above described, commencing at a point in a certain field, called Parkglas, the property of William Fuller, in the liberties of the town and borough of Oswestry, about 500 yards, measuring in an easterly direction from the centre of the bridge by which the public road from Llys to Oswestry crosses the Oswestry and Newtown Railway, to and forming a junction with, the Oswestry and Newtown Railway, at a point about 95 yards to the south of the booking office at Oswestry of that railway, which said intended railways will pass from, in, through, or into the several parishes, townships, or other places following, or some of them, that is to say, the parishes of Oswestry and Whittington, the liberties of the town and borough of Oswestry, the townships of Oswestry, Middleton, and Whittington, all in the county of Salop.

2. A railway commencing by a junction with the Shrewsbury and Chester section of the Great Western Railway, at a point about 220 yards south of the point where the said last mentioned railway is crossed by the said turnpike road, leading from Whittington to Westfelton and Shrewsbury, and terminating in or near a field in the parish of Ellesmere, in the county of Salop, No. 114 in that parish on the deposited plans of the Oswestry, Ellesmere, and Whitchurch Railway, by a junction there with such last-mentioned railway, 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 Whittington, Hordley, and Ellesmere, the townships of Whittington, Wootton, Berghill, Frankton, Welsh Frankton, Hordley, Tetchill, Newns Birch and Lyth, Ellesmere, Eastwick, and the parish or extra-parochial place of Halston, all in the county of Salop.

3. A railway, commencing by a junction with the proposed railway last described, in a field called Orchard Field, the property of Edmund Wright, Esq., in the occupation of Jonathan Grindley, at or near and on the west side of an occupation road about 3-10 yards west of Lower Berghill Farm-house, in the township of Berghill, in the parish of Whittington, and terminating by a junction with the said Shrewsbury and Chester section of the Great Western Railway, at a point about 805 yards north of the passengers' booking office of that railway, at Rednal, and which intended railway will pass from, in, through, or into the several townships of Berghill, Whittington, Wootton, Rednal, and Sutton, and the several parishes of West Felton, Oswestry, and Whittington, and the parish or extra-parochial place of Halston, or some of them, all in the county of Salop.

To enable the Company, and the Oswestry and Newtown Railway Company, to make and to carry into effect contracts and agreements for the construction, use, and management of a joint 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, failing such agreement, to make provision for the construction, maintenance, and working of such joint station at the expense of the Company and the Oswestry and Newtown Railway Company jointly, or in such proportions as may be provided by the said intended Act or Acts, and for the management, use, and apportionment of the same, and for the appointment of a joint committee, with all usual and necessary powers for the regulation, control, and management of such station.

To enable the Company, and the Oswestry, Ellesmere, and Whitchurch Railway Company, to make and to carry into effect contracts and agreements for the construction, use, and management of a joint station at Ellesmere, with suitable approaches, works, and conveniences, for the accommodation of the traffic, whether in goods or passengers, of the said respective Companies; or, failing such agreement, to make provision for the construction, maintenance, and working of such joint station at the expense of the Company, and the Oswestry, Ellesmere, and Whitchurch Railway Company jointly, or in such proportions as may be provided by the said intended Act or Acts, and for the management, use, and apportionment of the same, and for the appointment of a joint committee, with all usual and necessary powers for the regulation, control, and management of such station.

To purchase, by compulsion or otherwise, lands, houses, and other property, for the purposes of the said intended railways, stations, 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, which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways, stations, and works, and to confer other rights and privileges; and also to cross, alter, divert, and stop up the 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, stations, and works; and to levy tolls, rates, and charges for and in respect of the use of the said intended railways, stations, and works; to grant exemptions from such tolls, rates, and charges, and other rights and privileges relating thereto.

To enable the Company to make and enter into arrangements and agreements with the Oswestry, Ellesmere, and Whitchurch Railway Company, with respect to the working and use by the Company of so much of the railway of the said last-mentioned Company as does not lie west of the town of Ellesmere, and of the stations belonging thereto, and with respect to the interchange of traffic upon the railways of the said Companies respectively; and also with respect to the apportionment of the tolls and profits arising therefrom; and to enable the Company to apply any part of its funds or revenue to the purposes of such arrangements and agreements.

To enable the Company to run over and use, with their own engines, carriages, and waggons, so much of the said Oswestry, Ellesmere, and Whitchurch Railway as does not lie west of the town of Ellesmere, and so much of the Shrewsbury and Crewe line, of the London and North-Western Railway Company, as lies between the junction of the Oswestry, Ellesmere, and Whitchurch Railway therewith, and the Whitchurch station of the London and North-Western Railway Company; and also the railways and branch railways of the Oswestry and Newtown Railway Company and Llanidloes and Newtown Railway Company respectively; and also to run into and use the said Whitchurch station, and all stations upon the railways and branch railways of the Oswestry and Newtown and Llanidloes and Newtown Railway Companies respectively, and the works, sidings, watering-places, and other conveniences connected with the said several railways, so to be run over respectively, on payment of such tolls, rates, rent, or other considerations, and on such charges, terms, and conditions as may be agreed on, or as shall be prescribed or provided by the said intended Act or Acts.

To repeal so much of "The Oswestry, Ellesmere, and Whitchurch Railway Act, 1861," as authorizes the construction by the Company, thereby incorporated, of so much of the railways thereby authorized, as lies west of the town of Ellesmere, and, if need be, to make provision for the completion by the Company of the remainder of the said railways.

To enable the Company to contribute towards the capital of the Oswestry, Ellesmere, and Whitchurch Railway Company, and to hold shares in the undertaking of that Company, and to apply to such purposes, and also to any of the purposes to be authorized by the said intended Act or Acts, any capital or funds which the Company are authorized to raise by any of their existing Acts; or to raise for such purposes, or any of them, if necessary, further sums of money, by shares, with or without a preference, or priority in the payment of dividend or interest attached thereto, or on mortgage or bond, as the Company may think fit.

To provide for securing to any Company, whose railway shall communicate with the railways to be authorized by the said intended Act or Acts, or with the railway of the Oswestry, Ellesmere, and Whitchurch Railway Company, as authorized by "The Oswestry, Ellesmere, and Whitchurch Rail-

way Act, 1861," all proper, necessary, and full facilities for the traffic of any such Company as aforesaid, passing, or intended to pass, on the railway of the Oswestry, Ellesmere, and Whitchurch Railway Company, as authorized as aforesaid, and on the lines to be authorized by the said intended Act or Acts, and for securing like facilities to the Company in respect of their traffic to and from and over the railways of such other Companies as aforesaid.

To alter, amend, and enlarge, as far as may be necessary, for the purposes aforesaid, the provisions of the several Acts relating to or affecting the Company following, or some of them, that is to say (local and personal), 5 and 6 William Fourth, cap. 107; 6 William Fourth, 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, cap. 68; 8 and 9 Victoria, caps. 40, 53, 155, 156, 184, 188, 190, and 191; 9 Victoria, cap. 14; 9 and 10 Victoria, caps. 166, 181, 236, 239, 240, 278, 318, 315, 335, 337, 338, 369, and 412; 10 and 11 Victoria, caps. 60, 72, 76, 91, 101, 109, 149, 154, 226, and 242; 11 and 12 Victoria, caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 13 Victoria, caps. 6 and 7; 13 and 14 Victoria, caps. 44, 98, and 110; 14 and 15 Victoria, caps. 48 and 81; 15 and 16 Victoria, caps. 125, 133, 140, 145, 147, and 168; 16 and 17 Victoria, caps. 121, 153, 175, and 212; 17 and 18 Victoria, caps. 108, 120, 163, 192, 202, 204, 207, 209, 215, and 222, the several Acts relating to the Shrewsbury and Birmingham and Shrewsbury and Chester Railway Companies enumerated in the schedules to the said Act 17 and 18 Vic. c. 222; 18 and 19 Victoria, caps. 69 and 191; 20 and 21 Victoria, cap. 13; 22 and 23 Victoria, caps. 1 and 64; 23 and 24 Victoria, caps. 11, 69, and 196; 24 and 25 Victoria, caps. 32, 36, and 204.

The several Acts following relating to the London and North-Western Railway Company, that is to say (local and personal) 1 William Fourth, cap. 51; 8 and 9 Victoria, caps. 36, 37, 43, 105, 111, 112, 123, 156, 198; 9 Victoria, cap. 67; 9 and 10 Victoria, 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 Victoria, caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, 294; 11 and 12 Victoria, caps. 58, 60, 130; 12 and 13 Victoria, cap. 74; 13 and 14 Victoria, cap. 36; 14 Victoria, cap. 28; 14 and 15 Victoria, cap. 94; 15 and 16 Victoria, caps. 98 and 105; 16 and 17 Victoria, caps. 97, 110, 157, 160, 161, 205, 216, 222; 17 and 18 Victoria, caps. 201 and 204; 18 and 19 Victoria, caps. 172 and 194; 19 and 20 Victoria, caps. 52, 69, 123; 20 and 21 Victoria, caps. 64, 98, and 108; 21 and 22 Victoria, caps. 130 and 131; 22 and 23 Victoria, caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Victoria, caps. 77 and 79; and 24 and 25 Victoria, caps. 44, 110, 123, 128, 130, 208, and 223.

The several Acts following, relating to the Oswestry and Newtown Railway Company (that is to say), local and personal, 18 and 19 Victoria, cap. 86; 23 and 24 Victoria, caps. 101 and 139; and 24 and 25 Victoria, caps. 17 and 103.

The Oswestry, Ellesmere, and Whitchurch Railway Act, 1861, and the several Acts relating to the Llanidloes and Newtown Railway Com-

pany (that is to say), local and personal, 16 and 17 Victoria, cap. 143; 19 and 20 Victoria, cap. 22; and 24 and 25 Victoria, cap. 90.

Duplicate plans and sections of the proposed railways and works, 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 inst., 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 said 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 or Bills, 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 5th day of November, 1861.

Lowdale, Peete, and Sons, Shrewsbury,
and
Longueville, Williams and Jones, Oswestry,
Solicitors,

Theodore Martin, 27, Abingdon-street,
Westminster, Parliamentary Agent,
For the Bill.

Rotherham and Wortley Road.

(Continuation of Term; Amendment or Repeal of Act; Confirmation of Diversion; New Road; Alteration of Tolls).

APPPLICATION is intended to be made to Parliament, in the next session, for an Act, for all or some of the following purposes:—To continue and extend the term, and alter, amend, and enlarge, all, or some of the powers and provisions of an Act passed in the Eleventh year of His late Majesty George the Fourth, intituled "An Act for altering, improving, diverting, and maintaining the road from Rotherham to the Four Lane Ends, near Wortley, in the West Riding of the county of York," or to repeal such Act, and to grant further, better and more effectual powers instead thereof. To make and maintain as turnpike, a road, wholly situate in the township of Kimberworth, in the district parish of Saint Thomas', Kimberworth, in the parish of Rotherham, in the said West Riding of the county of York, commencing at or near the entrance gate to the Midland Iron Works, on the first-mentioned road, otherwise the road or highway called the Back Lane, and terminating at or near the point where the Occupation-road to Kimberworth Park Farm and Barber Balk Farm diverges from the said first-mentioned road, and to levy and collect tolls for the use of such intended road, and to purchase by compulsion or otherwise all necessary lands, houses, and hereditaments, and to vary or extinguish any rights or privileges connected therewith, and to deviate in the construction of the said intended road to such an extent as will be defined on the plans thereof hereinafter mentioned, and to cross, stop up, or divert permanently, or temporarily, all necessary roads, high-

ways, brooks, drains, sewers, and pipes on the line of such intended road.

To discontinue as a turnpike-road, and convert into a highway, that part of the said first-mentioned road in the said township of Kimberworth, and parishes of Saint Thomas', Kimberworth, and Rotherham, which lies between the said point of divergence of the road to Kimberworth Park Farm and Barber Balk Farm and the Masborough toll-bar, and to extinguish the power of levying tolls thereon, and other duties, rights, and privileges.

To discontinue as a turnpike-road and convert into a highway, that part of the said first-mentioned road in the said township of Kimberworth, and parishes of Saint Thomas', Kimberworth, and Rotherham, which lies between the said Masborough toll-bar and a point on the said road, fifty yards or thereabouts west of the said entrance gate of the Midland Iron Works, and to extinguish all rights and privileges connected therewith.

To confirm that diversion of the said first-mentioned road in the said township of Kimberworth, and parishes of Saint Thomas', Kimberworth, and Rotherham, made by the trustees of such road, and commencing at the said Masborough toll-bar, and terminating at the point near the Ship Inn, where Masborough-street joins College-road, and to declare the new road between such termini to be turnpike and part of the said first-mentioned road, and to declare the old road for which such new road was substituted to have ceased to be turnpike, and to have become a highway, and to confirm agreements for the maintenance and repairs thereof.

And for the purposes aforesaid to levy and collect tolls on all or any of the said roads, to alter or vary the existing tolls authorized to be taken on such roads; to confer, vary, and extinguish exemptions from payment of tolls; to alter the application of the money arising from such tolls; and to confer, vary, or extinguish other rights or privileges; and to fix the rate of interest to be hereinafter paid in respect of the debt due and owing upon the credit of the tolls, or the proportion of the tolls to be applied in payment of interest and principal, and to charge such debt and interest, or some part thereof, on the tolls, to arise from the intended roads hereinbefore mentioned; and to amend the local and personal Acts, 6 and 7 William IV., chapters 107 and 109, and the 7 Victoria, chapter 16, and other Acts relating to the Midland Railway Company.

To enable the trustees of the said road to receive contributions of money or land for the purposes of the said intended road. Duplicate plans and sections of such intended works, with a book of reference thereto, containing the names of the owners, or reputed owners, lessees, or reputed lessees and occupiers of the lands intended to be taken, and a copy of this notice as published in the London Gazette, will on or before the 30th day of November instant, be deposited for public inspection at the office of the Clerk of the Peace for the said West Riding of the county of York, at Wakefield, in the said Riding; and with the parish clerks of Saint Thomas', Kimberworth, and Rotherham, aforesaid, and on or before the 23rd day of December next, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1861.

Parker and Son, Solicitors for the Bill.

Cheltenham and Bourton-on-the-Water
Railway.

(Incorporation of Company; Power to construct Railway from Cheltenham to Bourton-on-the-Water; Power to the Great Western Railway Company, and the West Midland Railway Company, to subscribe towards the Undertaking, and to guarantee Interest upon Capital; Power to use and run over the Bourton-on-the-Water Railway; Working and other Arrangements with other 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 incorporate a Company for making and maintaining the railways hereinafter mentioned, or some or one of them, or some part or parts thereof, with all necessary and convenient or incidental works, stations, approaches, bridges, roads, and communications; and to confer on the Company to be thereby incorporated, hereinafter called "The Company," all necessary and proper powers for effecting the objects hereinafter mentioned or some or one of them (that is to say):—

(No. 1.) A railway commencing in the parish of Cheltenham, in the county of Gloucester, by a junction with the Great Western Railway, at a point about 120 yards from and on the south-west side of the bridge carrying the road known as "The Malvern-road," over the Great Western Railway, near Christ Church Schools, in the said parish of Cheltenham, and terminating in the said parish and county, in a field at the north-east end of Sandford-terrace, and known as "Sandford Mead," belonging or reputed to belong to the Cheltenham Waterworks Company, and occupied by James Spreadbury; and which said intended railway will be made and maintained from, in, through, or into the said parish of Cheltenham, the township of Cheltenham, and Cheltenham, in the county of Gloucester, or some or one of them;

(No. 2.) A railway commencing in the said parish of Cheltenham by a junction with the Great Western Railway, at or near the passenger station of that railway at Cheltenham, and terminating in the same parish by a junction with the before-mentioned intended railway No. 1, at a point about 80 yards from and on the north-east side of the house known as "The Grange," and which said intended railway No. 2, will be made and maintained from, in, through, or into the parish of Cheltenham, in the township of Cheltenham, and Cheltenham aforesaid, or some or one of them;

(No. 3.) A railway commencing in the said parish of Cheltenham by a junction with the before-mentioned intended railway No. 1, at the hereinbefore described termination thereof in the aforesaid field known as Sandford Mead, and terminating in the parish of Whittington, in the county of Gloucester, in a field known as "Great Meadow," situate on the north-east side of the turnpike-road leading from Cheltenham to Andoversford, at a point about 2 furlongs and 8 chains from, and on the north-west side of, Andoversford Inn; and which said intended railway No. 3 will be made and maintained from, in, through, or into, the several parishes, townships, extra-parochial, and other places following, or some of them (that is to say): Cheltenham, Charlton

Kings, Rossley Farm, Whittington, Dowdeswell, and Whittington, all in the county of Gloucester;

(No. 4.) A railway commencing in the said parish of Whittington by a junction with the before-mentioned intended railway No. 3, at the hereinbefore described termination thereof, in the aforesaid field known as "Great Meadow," and terminating in the parish of Bourton-on-the-Water, in the county of Gloucester, by a junction with the authorized line of the Bourton-on-the-Water Railway, in a field numbered 1, in the parish of Bourton-on-the-Water on the plans referred to in section 22 of "The Bourton-on-the-Water Railway Act, 1860;" and which said intended railway No. 4 will be made and maintained from, in, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them (that is to say): Whittington, Dowdeswell, Andoversford, Shipton Sollars, Shipton Oliffe, Sevenhampton, Compton Abdale Hampen, Upper Hampen, Hawling, Hasleton, Salperton, Turd Dean, Notgrove, Aston Blank otherwise Cold Aston, Guiting Power otherwise Lower Guiting, Naunton, Aylworth, Roundhill, Upper Harford, Lower Harford, Upper Slaughter, Lower Slaughter, Bourton-on-the-Water, Stowell, Coln Saint Dennis, Coln Rogers, Bibury, Winson, Ablington, Arlington, Barnsley, Quenington, Fairford, Hatherop, and Southrop, all in the county of Gloucester:

And it is proposed by the said intended Act to take power to cross under, over, or on a level, and to stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads, highways, footpaths, railways, tramways, aqueducts, canals, rivers, streams, and watercourses within the aforesaid parishes, townships, extra-parochial, and other places, or any of them, as it may be necessary or expedient to cross, stop up, alter, or divert, by reason of the construction of the said respective railways and works, or any of them:

And it is also proposed by the said intended Act to take power to purchase, by compulsion or otherwise, lands and houses for the purposes of the said intended railways and works, or some of them; and to alter, vary, or extinguish all existing rights and privileges connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance, and use of the said intended railways and works, or any of them; and also to levy tolls, rates, and duties for or in respect of the use of the said intended railways and works, or any of them:

And it is also proposed by the said intended Act to authorize the Great Western Railway Company, and the West Midland Railway Company, to take shares in, and to subscribe for or towards, the making, maintaining, working, and using the said intended railways and works, or any part thereof; and to enable such Companies so subscribing to guarantee the payment of interest or dividend upon the whole or any portion of the capital of the Company; and to exercise certain rights and privileges with reference to the intended Company, as to the appointment of directors, or otherwise, as may be prescribed by the said intended Act; and to enable the Companies so subscribing, or either of them, to apply any portion of their corporate funds to the purposes of such subscription, or other the purposes of the said intended Act, and for the like purposes to increase their respective capital by the

creation of new or additional shares, with or without any preference or priority in payment of dividends, or to raise money by mortgage of any part of their respective undertakings, or by such other ways and means as may be prescribed in the proposed Act:

And it is also proposed to enable the Company, the Great Western Railway Company, and the West Midland Railway Company, or either of them, to enter into and carry into effect agreements and arrangements with respect to the construction and maintenance, management, use, and working of the said intended railways; and with respect to the conduct, regulation and management, and the transmission, forwarding, and delivery of traffic upon the respective railways of the Companies; and with respect to the tolls and charges, or other sum or sums of money to be paid for or in respect of such traffic; and with respect to the apportionment, between and amongst the said Companies, of tolls and charges received in respect of such traffic:

And it is also proposed to confirm any agreement which has been, or may be entered into, between the said intended Company and the Great Western and West Midland Railway Companies, respecting any of the matters aforesaid:

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 contained in the several Acts, local and personal, hereinafter mentioned (that is to say):—Acts relating to the Great Western Railway Company, 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, caps. 55 and 85; 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. 108, 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. 3, 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, and 138; 23 and 24 Victoria, cap. 69; 24 Victoria, caps. 32 and 36; 24 and 25 Victoria, caps. 73, 76, 81, 87, 133, 134, 143, 164, 167, 189, 204, 215, and 240; Acts relating to the West Midland Railway Company, 23 and 24 Victoria, cap. 81; 24 and 25 Victoria, cap. 212; 8 and 9 Victoria, cap. 184; 9 and 10 Victoria, cap. 278; 11 and 12 Victoria, caps. 59 and 133; 13 and 14 Victoria, cap. 110; 15 and 16 Victoria, cap. 145; 16 and 17 Victoria, cap. 212; 17 and 18 Victoria, caps. 207 and 209; 18 and 19 Victoria, cap. 181; 19 and 20 Victoria, caps. 126 and 137; 21 and 22 Victoria, cap. 123; 22 and 23 Victoria, cap. 76; and 23 and 24 Victoria, cap. 76; 9 and 10 Victoria, cap. 303; 10 and 11 Victoria,

caps. 86 and 177; 16 and 17 Victoria, caps. 178 and 179; 20 and 21 Victoria, cap. 119; and 21 and 22 Victoria, cap. 126; 16 and 17 Victoria, cap. 184; 21 and 22 Victoria, cap. 142; and 22 and 23 Victoria, cap. 17; and any other Acts relating to the West Midland Railway Company; also "The Bourton-on-the-Water Railway Act, 1860;" or to repeal and re-enact, with modifications and alterations, such of the powers and provisions of the said Acts, or any of them, as may be necessary, for the purposes aforesaid:

And notice is hereby further given, that plans and sections of the said intended railways 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 published map, with the lines of the intended railways delineated thereon; and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited with the Clerk of the Peace for the county of Gloucester, at his office, in Gloucester, and with the Clerk of the Peace for the county of Oxford, at his office, in Oxford; 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 railways 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 abode:

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 14th day of November, 1861.

Manchester and Milford Railway. (Rhayader Branch.)

(Powers to construct new Railway and Works; For the compulsory purchase of Lands; To levy Tolls, &c.; To confer and affect Rights and Privileges; To raise and apply Capital; To make arrangements with other Companies; Running powers; Amendment of Acts, and other provisions.)

APPLICATION is intended to be made to Parliament, in the next session, by the Manchester and Milford Railway Company (hereinafter called the Company) for an Act for the following purposes, some or one of them (that is to say):—

To make and maintain with all proper sidings, stations, approaches, works and conveniences connected therewith, the railways hereinafter described, or one of them (that is to say):

Railway No. 1.

A railway commencing by a junction with the authorized line of the Manchester and Milford Railway, at or near a field belonging to George Hammond Whalley, Esquire, M.P., and Jacob William Youde Hinde, Esquire, or one of them, and now or late in the occupation of Richard Lewis, No. 191, in the parish of Llangurig, in the county of Montgomery, on the deposited plans referred to in the Manchester and Milford

Railway Act, 1860, and terminating by a junction with the authorized line of the Mid-Wales Railway, at or near a point in the parish of St. Harmon, in the county of Radnor, marked on the deposited plans referred to in the Mid-Wales Railway Act, 1859, as 11 miles 4 furlongs from Llanidloes, which said railway or works will be made or pass in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them (that is to say): Llangurig, Llangirrig, Cefnhafofan, Glynhafren, Ucheod, Glynbrochan, Glyngyn-with-Llanyward, Llanyfyny, Carncoed, Glanynant, Llansantffraid and Llansantffraid, all in the county of Montgomery, St. Harmon, Kenarth, Cenarth, Clas, Clase Rhiwrhiad, Abby Cwn Hir, Golon, Llansantffraid, Cwmdauddwr, Llan St. Fraid Cwn dau ddwr Llansantffraid cwmtoyddwr, all in the county of Radnor.

Railway No. 2.

A railway commencing by a junction with the authorized line of the Manchester and Milford Railway, at or near a field belonging to George Hammond Whalley, Esquire, M.P., and Jacob William Youde Hind or one of them, and now or late in the occupation of Evan Jones, numbered 220A in the parish of Llangurig, in the county of Montgomery, on the deposited plans referred to in the Manchester and Milford Railway Act, 1860, and terminating by a junction with Railway No. 1, at or near a field next the public carriage road leading from Llangurig to Rhyader, belonging to George Hammond Whalley, Esquire, M.P., and Jacob William Youde Hind or one of them, and now or late in the occupation of William Brown, situate in the parish of Llangurig, in the said county of Montgomery, which said railway and works respectively will be made or pass in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them; that is to say: Llangurig, Llangirrig, Cefnhafofan, Glynhafren-Ucheod, Glynbrochan, Glyngyn-with-Llanyward, Llanyfyny, Carncoed, and Glanynant, all in the county of Montgomery.

For the purchase, compulsorily and by agreement, of lands, houses, and other property, for the purposes of the said intended railways and works, and to vary or extinguish all existing rights and privileges, in any manner connected with such lands, houses and property, and to make lateral deviations from the lines of the said proposed railways and works, to the extent of or within the limits defined upon the plans hereinafter mentioned, and to cross, divert, alter, or stop up, whether temporarily or permanently, all such roads, highways, streets, bridges, works, mines, streams, watercourses, rivers, sewers, mains, pipes, drains, canals, navigations, railways, and tramways, within the said parishes, townships, extra-parochial and other places aforesaid, or some of them, so far as shall be necessary for the purposes of the said railways and works. To levy tolls, rates and duties, and to alter, vary and extinguish existing tolls, rates and duties, to confer, vary and extinguish exemptions from payments of tolls, rates and duties, and to confer, vary and extinguish other rights and privileges.

To incorporate in the Act all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Railways Clauses Consolidation Act, 1845;" and "The Lands Clauses Consolidation Acts Amendment Act, 1860."

And it is proposed by the said intended Act to enable the Company, for the construction of the said railways, or some part or parts thereof, to

apply their corporate funds and to raise further sums by creating preferential or other shares, and by borrowing or otherwise, and to confer on the holders of the shares to be created for the purpose special privileges.

And it is proposed by the said intended Act to enable the London and North-Western Railway Company, the Mid-Wales Railway Company, and the Company, or some or one of such Companies, to work the traffic upon the authorized railways of the Company and the proposed railways respectively, or any or either of them, with their respective engines and carriages, and respectively to enter into and carry into effect contracts and agreements with the Company for the interchange and forwarding of traffic passing to and from the railways of the Companies, or any of them, from or to any of the railways of the said other Companies, or such of them as may be party to any such agreement, and for the division and apportionment of the tolls and profits arising from such traffic, and also to enable all or one of the said several Companies to make and enter into agreements and arrangements with the others, or one of the others of them, for or in respect of the use, working, and management of their railways respectively, and the several branches, works, and conveniences belonging to the same railways respectively, or any or some or one of the same railways, branches, works, and conveniences respectively, or any or some part or parts thereof respectively by all or either of the said Companies; also for the conveyance and management by all or either of the said Companies, of the whole or any part of the traffic upon or of the said railways respectively, or any or either of them; also for the division and apportionment of such traffic, or any part or parts thereof, between the Companies entering into such agreements or arrangements respectively; the supply of any rolling or working stock for such purposes; the management, maintenance, and repair of the said railways respectively, or any or either of them, or any part or parts thereof respectively; the cost and expense of such working, management, maintenance, and repairs; the collection, delivery, and general conduct of such traffic; the fixing, collecting, taking, and levying of the tolls, rates, and charges in respect thereof, and the division between the Companies making or entering into such agreements or arrangements of the receipts arising from all or any part of such traffic as aforesaid upon, or of, or which shall arise or commence upon or pass to or from the said railways respectively, or any or either of them, or any part or parts thereof respectively, or the rent or other considerations to be paid by any or either of the said last-mentioned Companies to the others or other of them in respect of any such use, working, or management as aforesaid, or otherwise, or for some or one of the several purposes or objects aforesaid, and for confirming and sanctioning any agreement or agreements which, at the time of the passing of the said Act, shall have been, or thereafter may be, made or entered into between the said Companies, or either of them, with all or either of the others of them for all or any of the purposes or objects aforesaid.

To empower the Mid Wales Railway Company and all persons and corporations lawfully using their railways and their respective officers and servants, to run over, work, and use, with their engines and carriages of every description, and for the purposes of their traffic of all kinds, upon such terms as shall be agreed upon with the Company, or in default, as shall be settled by the Board of Trade or by arbitration, all or any

part of the said intended railways and the stations, works, and conveniences connected with the same respectively.

To empower the Company and all persons and corporations lawfully using their railways and their respective officers and servants, to run over, work, and use, with their engines and carriages of every description, and for the purposes of their traffic of all kinds, upon such terms as shall be agreed upon with the Mid Wales Railway Company, or in default, as shall be settled by the Board of Trade or by arbitration, all or any part of the Mid Wales Railways and the stations, works, and conveniences connected with the same.

And it is proposed by the said intended Act, so far as it may be necessary or expedient so to do, to alter, amend, vary, extend, or repeal some or any of the provisions of the several Acts of Parliament hereinafter mentioned, namely, the 9th and 10th Vic., cap. 204, and the several other Acts relating to the London and North-Western Railway Company and the Mid Wales Railway Act, 1859, and the several other Acts relating to the Mid Wales Railway Company and the Manchester and Milford Railway Act, 1860, and the several other Acts relating to the Manchester and Milford Railway Company.

And notice is hereby further given, that duplicate plans and sections of the intended railways and works, together with a book of reference to such plans, and a published map with the lines of such railways marked thereon, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of this instant November, be deposited for public inspection with the Clerk of the Peace for the county of Montgomery, at his office at Welshpool, in the said county, and with the Clerk of the Peace for the county of Radnor, at his office at Radnor, in the county of Radnor, and at Kington, in the county of Hereford.

And on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference, as relates to each parish or extra-parochial place in or through which the intended railways and works are intended to be made, together with a copy of this notice as published as aforesaid, will be deposited as follows (that is to say): in the case of parishes with the parish clerk, and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

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 11th day of November, 1861.

Marriott and Jordan, 1, Lancaster-place, Strand, London, Solicitors for the Bill.

Bradford Corporation Waterworks, and other Purposes.

(Extension of Limits; Powers to relinquish Works; to borrow Additional Capital; to extend the period for Completion of Works; to alter the mode of levying and collecting Water Rates; to remove or alter the Limits as to Quantity of and alter Rate of Payment for Water sold beyond the Borough; to alter the mode of levying and collecting Watch Rates; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session of 1862, for leave to bring in a Bill

for effectuating the following, or some of the following objects; that is to say:—

1. To enable the mayor, aldermen, and burgesses of the borough of Bradford, in the West Riding of the county of York (hereinafter termed the Corporation), to supply more effectually with water the said borough of Bradford, and the townships and places following; that is to say:—Burnsall, Addingham, Draughton, Silsden, Morton, Denholme, Wilsden, Thornton, Clayton, Allerton, Heaton, Wibsey, North Bierley, Tyersal, Pudsey, Eccleshill, Calverley, with Farsley, and Bolton; and to extend the limits for the supply of water by the Corporation to the several townships or places of Bingley, Keighley, Shipley, Windhill, Idle, Apperley, Tong, Hunsworth, Gomersall, and Cleckheaton, in the West Riding of the county of York, some or one of them, and to extend the powers of "The Waterworks Clauses Act, 1847," to such last-mentioned townships and places.

2. To authorize the Corporation to relinquish the power of constructing so much of the conduit from the store reservoir on Thornton Moor, called the Stubden Reservoir, as lies between its junction with the existing conduit near Hollin Hall, Denholme, in the township of Thornton, and the conduit formerly of the Bradford Waterworks Company at Manywells, or some part thereof.

3. To enable the Corporation to raise and borrow further sums of money for the several purposes herein mentioned, or for other purposes mentioned in the Acts next hereinafter referred to, in addition to, and beyond the amount by "The Bradford Waterworks Act, 1854;" "The Bradford Corporation Waterworks Act, 1854;" "The Bradford Corporation Waterworks Amendment Act, 1855;" and "The Bradford Corporation Waterworks Act, 1858;" authorized to be raised and borrowed upon the security of the water rates, and water rents, and borough fund, and borough rate of the said borough of Bradford.

4. To levy rates or rents for the purposes of the existing Acts, or the said intended Act.

5. To enable the Corporation to pay the expenses for which a public water rate is authorized to be levied out of the separate rate levied by them for water purposes, so as to simplify the mode of levying and collection, and otherwise to alter and vary existing rates and rents.

6. To enable the Corporation to remove or alter the limits as to quantity of, and rate of payment for water, to be sold in bulk to persons, Corporations, and Boards, beyond the borough of Bradford, and to charge additional water rents in respect of the use of water beyond the borough.

7. To extend the time for the construction of the waterworks by the said "Bradford Waterworks Act, 1854," and "The Bradford Corporation Waterworks Act, 1858," authorized to be constructed.

8. To enable the Corporation to levy, collect, and enforce payment of the watch rate, within and for the said borough, either as a separate rate or as part of the borough rate, so as to save expense and simplify the mode of levying and collection, and to alter, vary, enlarge, or extend the present mode of levying and collecting the same.

9. To alter and amend, enlarge or repeal the following Acts (that is to say): "The Bradford Waterworks Act, 1854;" "The Bradford Corporation Waterworks Act, 1854;" "The Bradford Corporation Waterworks Amendment Act, 1855;" "The Bradford Corporation Waterworks Act, 1858;" and the Acts for regulating municipal Corporations in England and Wales.

10. To incorporate with the said intended Act all or some of the provisions of "The Lands Clauses Consolidation Act, 1845;" "The Waterworks Clauses Act, 1847; and the Lands Clauses Consolidation Acts Amendment Act, 1860."

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

Dated the sixteenth day of November, 1861.

Joseph Rayner, Town Clerk of the said Borough of Bradford.

Brighton Abattoir.

(Power to establish in the parish of Preston, near the Brighton terminus of the London, Brighton, and South-Coast Railway, an abattoir and other buildings and works, for Brighton and the district within a quarter of a mile thereof, not being in Hove; To levy tolls and rates and borrow money in respect thereof; To prevent the use of other slaughterhouses within Brighton aforesaid and the said district; 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 or some of the following purposes (that is to say):—

1st. To enable the Mayor, Aldermen, and Burgesses of the borough of Brighton, in the county of Sussex, as the Local Board of Health of the said borough, to establish, erect, and maintain an abattoir or slaughterhouse and places for slaughtering cattle, and other buildings and works in connection therewith, for the borough of Brighton and all parts within a quarter of a mile from the boundary thereof, and not situate in the district of Hove, and to regulate the same by bye-laws and other regulations, which said abattoir, slaughterhouse, and places for slaughtering cattle, buildings, and works will be situate in the parish of Preston, in the county of Sussex, within the following boundaries or termini, that is to say:—To the Upper or Old Shoreham-road, near the Montpelier-road Bridge, on the south; to a road or way leading from the upper or Old Shoreham-road aforesaid, to the Brighton and London turnpike-road, on the west; and to property of the London, Brighton, and South-Coast Railway Company, on the north-east and east.

2nd. To enable the said Mayor, Aldermen, and Burgesses to stop up, alter, and divert, and to widen, whether temporarily or permanently, all roads, highways, arches, bridges, and sewers, drains, and pipes, as it may be necessary to stop up, alter, and divert, and to widen, for the purpose of making, maintaining, and regulating the said abattoir, buildings, and works, and approaches thereto.

3rd. To enable the said Mayor, Aldermen, and Burgesses to levy and receive tolls, rates, rents, dues, and charges for the use and occupation of the said abattoir, or slaughterhouses, and places for slaughtering cattle, buildings, and works, and to confer, vary, or extinguish exemptions from the payment of such tolls, rents, rates, dues, and charges, or any of them.

4th. To empower the Mayor, Aldermen, and Burgesses of the said borough to carry all the powers and provisions of the said intended Act into execution; and to authorize the said Mayor, Aldermen, and Burgesses to borrow money for the purposes thereof by bond or mortgage, upon the security of the tolls, rates, rents, and duties to be imposed or regulated under the said Act; and to enable the said Mayor, Aldermen, and Burgesses to raise the expenses of carrying the

said intended Act into execution, and also all expenses incurred for the purposes of the said Act, and consequent thereon, upon the borough fund of the said borough; and to enable the Mayor, Aldermen, and Burgesses for that purpose to levy with, and as part of, the borough rate, or the general district rate, or by a separate rate, to be assessed, levied, paid, and recovered in like manner, and with the like powers and remedies, in all respects as the borough rate, such sums of money as may, from time to time, be necessary for defraying such expenses, and to apply the same accordingly as if such expenses were expenses incurred in carrying into effect the provisions of an Act passed in the sixth year of the reign of His late Majesty King William the Fourth, intituled "An Act to provide for the regulation of Municipal Corporations in England and Wales."

5th. To enable the said Mayor, Aldermen, and Burgesses, for the purposes of the said Act, to borrow money, from time to time, at interest on bond or mortgage on the security of the said borough fund, or upon the security of the said separate rates, to be levied, raised, and assessed for that purpose as aforesaid.

6th. To enable the said Mayor, Aldermen, and Burgesses to purchase, by compulsion or by agreement, lands and houses and other rights and property, for the purposes of the said abattoir or slaughterhouse, and places for slaughtering cattle, and other buildings and works, and extinguish all rights and privileges in respect of such lands and houses.

7th. To prevent the slaughtering of cattle, sheep, or animals in the said borough and district, except at the said abattoir or slaughterhouse and places for slaughtering cattle, to be authorized by the said Act, from and after the time when the same shall be ready for use.

8th. To incorporate in the said Act the whole or some of the powers of "The Lands' Clauses Consolidation Act, 1845," "The Lands' Clauses Consolidation Acts Amendment Act, 1860," "The Markets and Fairs' Clauses Act, 1847," and "The Commissioners' Clauses Act, 1847," and also to take all such other powers as may be deemed necessary for fully carrying into effect the purposes of the said Act; and also to vary or extinguish any existing rights, privileges, and exemptions which would in any way impede or interfere with any of the objects mentioned in this notice, or to be authorized by this Act.

9th. To amend, alter, and repeal all or some of the provisions of the following Act of Parliament, that is to say:—

An Act passed in the sixth year of the reign of King George the Fourth, intituled "An Act for the better regulating, paving, improving, and managing the town of Brighton, in the county of Sussex, and the Poor thereof."

10th. On or before the 30th day of November instant, plans of the land intended to be purchased for the said abattoir and works, and a book of reference thereto, and a copy of this notice, will be deposited for public inspection with the Clerk of the Peace for the county of Sussex, at his office, at Lewes; with the Clerk of the Peace for the borough of Brighton, at his office, at Brighton; and with the parish clerk of the said parish of Preston.

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

Dated this 14th day of November, 1861.

Charles Sharood, Town Clerk, Brighton.

Bala Railway.

(Incorporation of Company — Construction of Railway from Corwen to Bala, with a Branch — Power for the Denbigh, Ruthin, and Corwen, the Vale of Clwyd, the London and North-Western, the Llangollen and Corwen, the Vale of Llangollen, and the Great Western Railway Companies, to enter into working and other arrangements with the Company—Running Powers).

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 the following railways, or either of them, with all proper stations, works, approaches, roads, and conveniences connected therewith, or necessary thereto respectively (that is to say):—No. 1. A railway commencing in the parish of Corwen, in the county of Merioneth, by a junction with the authorized line of the Denbigh, Ruthin, and Corwen Railway, at or near a point on such line, two furlongs and three chains, or thereabouts, from the Corwen terminus thereof, according to the deposited plans thereof and in a field situate in the same parish and county, numbered 17 on the same plans, and belonging to the trustees of the late Sir Robert Williams Vaughan, Bart., deceased, and in the occupation of David Davies, bounded on the west by a road leading from the town of Corwen to the River Dee, and on the north by the said River Dee, and thence passing from, through, or into the following parishes, townships, or extra-parochial places, or some of them; that is to say, Corwen, Aberalwen, otherwise Dol Aberalwen, otherwise Dol ac Aberalwen, Bodorlas, Bonwin, Carrog, Corwen, Hendreforfydd, Llygadog, Mwstwr, Rhagatt, otherwise Rhaggatt Tirllanerch, Tre'rddol, Trewyn, Ucheldre, Llangar, Bryn, Gymer, otherwise Gwymmer, Gwnodl, otherwise Gwnodl, Llangar, Gwyddelwern, Bodgynfel, Bodhaulog, Bonron Bonwyson, Brosaethydd, Cynwyd fawr, Cyhwyd fechan, Drebach, Maesgammodd, Meyarth, Uwchmynydd, Llandrillo, Cilan, Dinan, Faerdref, otherwise Vaerdref, Garthraon, Llan, Pennant, Syrion, Tyfos, Llandderfel, Caergeillog, Crogen, Cynlas, Dol-drewyn, Llaithgwm, Llan, Nantfrayer Selwin, Llanfor, otherwise Llanfawr Llan, Nantlleidiog, Penmaen, Rhiwdedog, is afon, Rhiwacedog uwch afon, Llangower Cefuddywygraig, otherwise Dwygraig, Llangower is afon, Llangower uwch afon, Llanycil, Bala, Cyllty, Ismynydd, Maesstron, Streflyn, and Uwchmynynd, all in the county of Merioneth, and terminating in a field in the parish of Llangower, in the county of Merioneth, called Caeboncyu, belonging to the trustees of the will of the late Richard Watkin Price, Esq., deceased, and in the occupation of Morris Edwards, and near to Pont Mwnwgly Llyn turupike gate, at the north-east corner of Bala Lake.

No. 2.—A branch railway, commencing by a junction with railway No. 1 in a field called Pwll-y-Sarn, in the parish of Corwen, in the county of Merioneth, belonging to the trustees under the will of the late Sir Robert Williams Vaughan, Bart., in the occupation of Hugh Roberts, abutting on a road leading from the town of Corwen to the River Dee, and terminating by a junction with the authorized line of the Llangollen and Corwen Railway, in a field called Dol Colomendy, otherwise Ddol Colomendy, belonging to the trustees of Walter Powell Jones, Esquire, deceased, and in the occupation of

John Jones, bounded on the south by the Shrewsbury and Holyhead turnpike road, and on the north by the River Dee, and at a point four hundred yards or thereabouts from the Corwen terminus of the Llangollen and Corwen Railway, according to the deposited plans thereof, and which field is numbered 154 on such plans, and which said branch railway will be made wholly in the said parish of Corwen.

To purchase lands and houses, buildings, tenements, and hereditaments by compulsion or agreement, for the purpose of the said railways and works so intended to be authorized as aforesaid; and to vary, repeal, or extinguish all existing rights and privileges in any manner connected with the lands and houses, buildings, tenements, and hereditaments proposed to be purchased or taken, or which would in any manner impede or interfere with the construction, maintenance, or use of the said railways and works, and to confer other rights and privileges, and also to levy tolls, rates, and duties for the use of the said intended railways and works, and to raise money on the credit of the said railways and works, and of the said tolls, rates, and duties for the purposes of the said intended Act.

To deviate in the construction of the said railways and the works connected therewith to such extent as will be shown or defined on the plans hereinafter referred to, and to break up, alter, divert, and stop up, either permanently or temporarily, as the case may require, all highways, turnpike and other roads, footpaths, railways, tramways, bridges, streams, rivers, water-courses, sewers, pipes, and drains within, or adjoining, or near to the aforesaid parishes, townships, townlands, and extra-parochial and other places, or any of them with which it may be necessary to interfere in the construction or for the purposes of the said intended railways and works, and to grant exemption from such tolls, rates, and charges.

And notice is hereby given, that a plan and section of the said intended railways and works, and a duplicate thereof, together with a book of reference thereto, with a published map showing the general course and direction of the said proposed railways and works, and also a copy of this notice as published in the London Gazette, will be deposited for public inspection on or before the 30th day of November instant, with the Clerk of the Peace for the county of Merioneth, at his office at Dolgelly, in the said county, and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes and extra-parochial places in or through which the said railways and works are proposed to be made, and also a copy of this notice as published in the London Gazette, will be deposited for public inspection on or before the said 30th day of November instant, with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place with the clerk of some parish immediately adjoining such extra-parochial place.

And it is also proposed by such Act to enable the Company, and all or any of the following Companies; that is to say: the Denbigh, Ruthin, and Corwen Railway Company, the Vale of Clwyd Railway Company, the London and North-Western Railway Company, the Llangollen and Corwen Railway Company, the Vale of Llangollen Railway Company, and the Great Western Railway Company, to enter into and carry into effect arrangements and agreements for or with respect to the maintenance, working, use, and management by all or any one or more of such last-named Companies of the said intended railways and works, and also with respect to the

conduct, regulation, and management of the traffic of the said intended railways; and with respect to the tolls, charges, or other sums, to be paid in respect of the use of the same; and with respect to the apportionment between and among the Companies parties to the arrangements or agreements of tolls and charges received for traffic passing to, from, or over the said intended railways.

Also to enable the Company to run, pass over, and use with their own engines, carriages, and waggons coming to or from the intended railways, the whole or any of the lines of railway, stations, watering places, water and conveniences of the Denbigh, Ruthin, and Corwen Railway Company, the Vale of Clwyd Railway Company, the Llangollen and Corwen Railway Company, and the Vale of Llangollen Railway Company, or any of them, upon such terms and under such payments and conditions as shall be mutually agreed upon, or to fix and determine the amount of rate, toll, or charge which shall be paid by the Company, for the use of the before-mentioned stations, railways, works, and conveniences, or any of them, and also if deemed expedient to alter and limit the tolls, rates, and charges now authorized to be levied by any of the last-named Companies in respect thereof.

So far as may be necessary for the purposes aforesaid, or any of them, it is intended by the said proposed Act to alter, amend, enlarge, or repeal the powers and provisions of the several Acts relating to the Denbigh, Ruthin, and Corwen Railway Company, the Vale of Clwyd Railway Company, the London and North-Western Railway Company, the Llangollen and Corwen Railway Company, the Vale of Llangollen Railway Company, and the Great Western Railway Company, or some of them.

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

Dated this 11th day of November, 1861.

S. C. Frankish, No. 23, Parliament-street, Westminster, Solicitor.

Hull and Hornsea Railway.

(Incorporation of Company; Construction of Railway from Kingston-upon-Hull to Hornsea, with two branches; Working and other Arrangements with the North Eastern Railway Company; Power to use Railway and Stations of that 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, hereinafter called "The Company," and to confer upon the Company power to make and maintain the following railways, with all proper stations, roads, approaches, works, and conveniences connected therewith, with the following, amongst other powers (that is to say):—

No. 1. A railway, commencing by a junction with the Victoria Dock Branch of the North-Eastern Railway, in that part of the parish of Sutton which is within the town or borough of Kingston-upon-Hull, and county of the same town or borough, at or near the point where such branch railway crosses the Stoneferry-road, and on the east side of such road, and terminating in a field situate in the township of Hornsea, in the parish of Hornsea, in the East Riding of the county of

York, the property of Richard Bethell, Esq., and in the occupation of George Cooper, and abutting in part on the old road leading from Hornsea to Hull, and in part on the road leading from Hornsea to Mappleton, and in that part of the same field which is at or near to the point of junction of such roads, and which said intended railway will pass from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them (that is to say): Sutton, Stoneferry, Sutton and Stoneferry, Southcoates, Sudcoates, Summergangs, and Drypool, within the town or borough of Kingston-upon-Hull, and county of the same town or borough, and Sutton, Stoneferry, Southcoates, Sudcoates, Summergangs, Drypool, Sutton and Stoneferry, Swine, Coniston, Ellerby, Marton, Withernwick, Hatfield Magna, Hatfield Parva, Langthorpe, Aldborough, North Skirlaugh, South Skirlaugh, Owbrough, Bowlings, Whitedale, Rise, Skirlaugh, Sigglethorne, Mappleton, Goxhill, Rowleston, Souththorpe, Hornsea, and Hornsea Burton, in the East Riding of the county of York.

No. 2. A branch railway, commencing by a junction with railway number one in a field in the township of Hornsea Burton, in the parish of Hornsea, the property of Benjamin Haworth, Esq., and Theresa his wife, and in the occupation of James Langhorn, and about three hundred and fifty yards from where the railway number one terminates, in the parish of Hornsea, at the junction of the above-named roads, and terminating in a field in the township of Hornsea, in the parish of Hornsea, adjoining and on the south side and at the west end of the new road leading from the village of Hornsea to the sea side, and belonging to William Porter Walton, and Mary Jane his wife, and in the occupation of William Hornsey, and in that part of the same field which is at or near the south side of the said new road, and which branch railway will pass from, in, through, or into the several townships and parishes of Hornsea and Hornsea Burton, or some of them.

No. 3. A branch railway commencing by a junction with the said intended railway number one, in a field in that part of the parish of Sutton which is within the town or borough of Kingston-upon-Hull, and county of the same town or borough, abutting on the Sutton bank, and the property of the trustees of Leonard Chamberlain's Charity, and in the occupation of John Tomlinson, and terminating in the parish of Drypool, within the said town or borough of Kingston-upon-Hull, at or near the north side of the Holderness-road, where such road is crossed by the said Victoria Dock Branch of the North-Eastern Railway, and which branch railway will pass from, in, through, or into the several parishes or townships of Sutton, Stoneferry, Sutton and Stoneferry, Drypool, Summergangs, Southcoates, and Sudcoates, or some of them.

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

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

To vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands and buildings proposed to be purchased or taken, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways

and works, and to confer other rights and privileges.

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

To enable the Company and the North-Eastern Railway Company to enter into and carry into effect arrangements and agreements for or with respect to the maintenance, working, use, and management by such last-named Company, of the said intended railways and works; and also with respect to the conduct, regulation, and management of the traffic of the said intended railways, and with respect to the tolls, charges, or other sums to be paid in respect of the use of the same; and with respect to the apportionment between and among the two Companies of tolls and charges received for traffic passing to, from, or over the said intended railways.

To enable the Company to run, pass over, and use with their own engines, carriages, and waggon-comes to or from the intended railways, the whole or any of the lines of railway, stations, watering places, water, and conveniences of the North-Eastern Railway Company upon such terms, and under such payments and conditions as shall be mutually agreed upon; or to fix and determine the amount of rate, toll, or charge which shall be paid by the Company for the use of the before-mentioned stations, railways, works, and conveniences, or any of them; and also, if deemed expedient, to alter and limit the tolls, rates, and charges now authorized to be levied by the North-Eastern Railway Company in respect thereof.

So far as may be necessary for the purposes aforesaid, or any of them, it is intended by the said proposed Act to alter, amend, enlarge, or repeal the powers and provisions of the several Acts relating to the North-Eastern Railway Company, or some or one of them.

A plan and section, in duplicate, of the said intended railways and works, and of the lands and property proposed to be purchased and taken as aforesaid, together with a book of reference to such plan, and also a copy of this notice, as published in the London Gazette, together with a published map with the lines of railway delineated thereon, will be deposited on or before the 30th day of November, in the present year, with the Clerk of the Peace for the town and county of the town of Kingston-upon-Hull, at his office, in the town of Kingston-upon-Hull, and with the Clerk of the Peace for the East Riding of the county of York, at his office, at Beverley, in the said East Riding of the county of York, and 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 works are proposed to be made; and also a copy of the said Gazette notice will be deposited, for public inspection, on or before the said 30th day of November, with the parish clerk of each such parish, at his residence, or in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto.

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

Dated this 14th day of November, 1861.

Lightfoot, Earnshaw, and Frankish, Solicitors, Hull.

S. C. Frankish, 23, Parliament-street, Westminster, Parliamentary Agent.

Denbigh, Ruthin, and Corwen Railway.

(Powers to cancel Shares, and to create Preference Capital, and to subscribe towards the Construction of the intended Bala Railway; Amendment of Act.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, by the Denbigh, Ruthin, and Corwen Railway Company (hereinafter called "The Company") for an Act to enable the Company to exercise all or some of the following powers (that is to say):—

1. To cancel all or any of their unissued shares, or such shares as are, or may be forfeited, and to create and issue new shares in lieu thereof, or in order to raise the capital which the Company are now authorized to raise, and to attach to such new shares any guarantee, preference, or priority of payment of dividend and other privileges, and if necessary to confer, vary, and extinguish other rights and privileges relating to the share capital of the Company:

2. To subscribe and contribute towards the capital of a Company intended to be incorporated by Act of Parliament in the ensuing session, by the name of, and to be called "The Bala Railway Company," for the purpose of making and maintaining a railway from Corwen, in the county of Merioneth, to Bala in the same county, and to take and hold shares in the said intended Company, and to apply any capital or funds now or hereafter belonging to the Company, or under the control of their directors, or to raise additional capital or stock 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 intended Company, and to enable the Company to vote at meetings of the said intended Company, and to appoint directors of that Company; and the Bill may authorize the Company to guarantee the payment of interest or dividend upon the capital of the said intended Company after its incorporation by Act of Parliament.

So far as may be necessary for the purposes aforesaid, or any of them, it is intended by the said proposed Act to alter, enlarge, amend, or repeal and re-enact with amendments all or some of the provisions of the Denbigh, Ruthin, and Corwen Railway Act, 1860.

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

Dated this 11th day of November, 1861.

William Lloyd, Ruthin, Solicitor.

S. C. Frankish, 23, Parliament-street, Westminster, Parliamentary Agent.

Birkenhead, Flintshire and Holyhead Railway.

(Incorporation of Company; Construction of Railway from Hooton to Queen's Ferry, with branches to the Chester and Holyhead Railway, and to the Buckley Railway; Running powers over Birkenhead, Chester and Holyhead, and Buckley Railways, and other Railways; Working and other arrangements with the said Companies; Facilities for Traffic, Amendments of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to incorporate a Company, (hereinafter called "the Company") with the following amongst other powers, (that is say):

To authorize and empower the Company to make and maintain the railways, or some or one

of them following, with all proper stations, approaches, works, and conveniences connected therewith, that is to say :

1.—A railway commencing by a junction with the Birkenhead Railway, at a point measuring along the said railway about 420 yards distant, and to the south of the bridge at the Hooton Station on that railway, and terminating at and adjoining the River Dee at Queen's Ferry on the west side of the road opposite to the public-house there, and which said intended railway will be situate within the several parishes and extra parochial or other places of Eastham, Neston, Burton, Shotwick, Shotwick Park, Hooton, Childer Thornton, Great and Little Sutton, Willaston, Ledsham, Capenhurst, Puddington and Woodbank, in the county of Chester, and Salt or Saltney Marsh, Sealand, and Queen's Ferry, in the parish of Hawarden, in the county of Flint.

2.—A branch railway commencing by a junction with the railway No. 1, at a point at or near the embankment of enclosed land called the Marsh, in the occupation of Mr. Howard, belonging or reputed to belong to the River Dee Company, and distant about 1100 yards from the north side of the River Dee, and thence continuing by means of a bridge over the River Dee, and terminating by a junction with the Chester and Holyhead Railway, at or near the eighth mile stone on that railway, from Chester Station, and which said intended railway will be wholly situate within the several parishes, townships, and extra-parochial or other places of Burton, Shotwick, Shotwick Park, Ledsham, Capenhurst, Puddington, Woodbank, in the county of Chester, and Salt or Saltney Marsh and Sealand, Saint Marks, Hawarden, Northop, Wepre, Kelsterton and Golftyn, and the bed or shore of the River Dee, in the county of Flint.

3.—And a branch railway commencing at the point of junction of the railway No. 2, with the Chester and Holyhead Railway, and terminating by a junction with the Buckley Railway, as authorized by the Buckley Railway Act, 1860, at or near a point about 500 yards to the south of the bridge which carries the Chester and Holyhead Railway over the Buckley Railway or Tramway near to Connah's Quay, and which said branch railway will be wholly situate within the several parishes, townships, and extra-parochial or other places of St. Mark's, Hawarden, Northop, Wepre, Kelsterton, and Golftyn, and the bed and shore of the River Dee, all in the county of Flint.

To purchase and take lands, houses, and other property by compulsion or agreement, for the purposes of the said intended railways and works, and to vary, repeal, or extinguish all existing rights or privileges in any manner connected with such lands, houses, and property, which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, and to confer other rights and privileges, and to alter, divert, or stop up all turnpike and other roads, railways, tramways, aqueducts, bridges, weirs, canals, streams and rivers, with which it may be necessary to interfere in the construction of the said intended railways and works.

To levy tolls, rates and charges, for or in respect of the use of the said intended railways and works, and to grant exemptions from such tolls, rates, and charges.

To enable the Company and any Company working or using their undertaking to run over and use with engines, carriages and waggons, and for the purposes of traffic of every description the several railways, stations, works, and conveniences or some of them now constructed or authorized to

be constructed, and now or hereafter belonging or leased or jointly or severally to or under the joint or several management of the Cheshire Midland, the West Cheshire, the Manchester South Junction and Altrincham, the Great Western, the London and North-Western, the Chester and Holyhead, the Buckley and the Birkenhead Railway Companies, and any Company which may be incorporated in the next session of Parliament for making a railway or railways between Wallasey Pool and Chester, or any of them, upon such terms or conditions, and upon payment of such tolls, rates, and charges as may from time to time be agreed upon, or as may be provided for by the said intended Act.

To authorize the Company and the said Cheshire Midland, West Cheshire, Manchester, South Junction and Altrincham, Great Western, London and North-Western, Chester and Holyhead, the Buckley and the Birkenhead Railway Companies, and any Company which may be incorporated in the next session of Parliament for making a railway or railways between Wallasey Pool and Chester, or any of them, to make and carry into effect contracts, agreements and arrangements for or with reference to the construction, maintenance, working, management and use by any or either of the contracting Companies of the said intended railways and works or any or either of them, and with reference to the regulation, arrangement, interchange, transmission, working and direction of the traffic thereon, or of the traffic thereon, and upon the railway or railways of any or either of the contracting Companies, or any part or parts thereof, and for or with reference to the supply of stock and plant, and the collection, fixing, division, appropriation, and payment of tolls, rates, income and profits received in respect of such traffic, and also for or with reference to the use by the Company of the undertakings of any of the contracting Companies, or any part thereof, and also for or with reference to the costs and expenses of such construction, maintenance, working, arrangement and use and either entirely or subject to such deductions, or abatements, and after and subject to such applications and appropriations of any part or portions thereof, to any specific or other purpose or for or in respect of such annual rent or other payment, and for such other consideration as may be fixed or agreed upon, and for enabling the Company and the several Companies hereinbefore mentioned or any of them to appoint a joint Committee or Committees to carry into effect any such contracts, arrangements, or agreements, and to divide and apply such tolls, rates, charges, income and profits or any part thereof, and to exercise by means of such joint Committee or Committees or otherwise such of the rights, powers, and privileges whether with respect to the conduct and management of such traffic, the levying of tolls, rates, and charges, the construction, use, and maintenance of the said intended railways and works or any of them, and the application of monies in respect thereof, or otherwise to be vested in the Company, or other the Company to be empowered by the said intended Act, and all such other rights, power, and privileges as may be necessary or expedient for carrying into effect any such contracts, arrangements, or agreements, or objects aforesaid.

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 any 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, so far as it may be necessary, for all, or any of the purposes of the intended Act, to alter, amend, extend, vary, and enlarge, or repeal, all or some of the powers and provisions of the several local and personal Acts of Parliament following, or some of them, that is to say, 23 and 24 Vic., cap. 90, and 24 and 25 Vic., cap. 113, relating to the Cheshire Midland Railway Company; 24 and 25 Vic., cap. 143, relating to the West Cheshire Railway Company; and of the several Acts following, or some of them, relating to, or directly or indirectly, affecting the Great Western Railway Company, that is to say, (local and personal) 5th and 6th William IV., cap. 107; 6 Wm. IV., caps. 36, 38, 77, and 79; 1st Vic., caps. 91 and 92 (1837), and caps. 24 and 26 (1838); 2 Vic., cap. 27; 3 Vic., cap. 47; 3 and 4 Vic., cap. 105; 4 and 5 Vic., cap. 41; 5 Vic., sess. 2, cap. 28; 6 Vic., cap. 10; 7 Vic., cap. 3; 7 and 8 Vic., caps. 68 and 99; 8 and 9 Vic., caps. 40, 42, 53, 115, 155, 156, 184, 188, 190, and 191; 9 Vic., cap. 14; 9 and 10 Vic., caps. 166, 181, 236, 239, 240, 250, 251, 274, 275, 278, 307, 308, 313, 315, 326, 335, 337, 338, 369, and 402; 10 and 11 Vic., caps. 60, 72, 76, 80, 91, 101, 109, 144, 149, 154, 226, and 242; 11 and 12 Vic., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 12 and 13 Vic., caps. 6, 7, 55 and 85; 13 and 14 Vic., caps. 44, 98, and 110; 14 and 15 Vic., caps. 48, 74, 81, and 131; 15 and 16 Vic., caps. 117, 125, 133, 140, 145, 146, 147, 165 and 168; 16 and 17 Vic., caps. 121, 153, 175 and 212; 17 and 18 Vic., caps. 108, 120, 158, 163, 192, 202, 204, 207, 209, 215 and 222; the several Acts relating to the Shrewsbury and Birmingham, and Shrewsbury and Chester Railway Companies, enumerated in the schedules to the said Act, 17th and 18th Vic., cap. 222; 18 Vic., caps. 11, 59, 69, 102, 139; 18 and 19 Vic., caps. 151, 171, 172 and 191; 19 and 20 Vic., caps. 109, 123, 132, 126 and 137; 22 and 23 Vic., caps. 1, 64 and 120; 23 and 24 Vic., caps. 69, 11, and 196; 24 and 25 Vic., caps. 32, 36, 134 and 204. The several Acts following relating to the Manchester, South Junction, and Altrincham Railway Company, 8 and 9 Vic., cap. 111; 10 and 11 Vic., cap. 73; 11 and 12 Vic., cap. 58; 21 and 22 Vic., cap. 136. The Birkenhead, Lancashire, and Cheshire Junction Railway Act, 1852. The Birkenhead Railway Act, 1859, and 24 and 25 Vic., cap. 134, and any other Acts relating to the Birkenhead, Lancashire and Cheshire Junction Railway Company, or Birkenhead Railway Company; 1 Will. IV., cap. 51; 2 and 3 Vic., cap. 69; 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, 68 and 130; 12 and 13 Vic., cap. 74; 13 and 14 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, 79 and 111; and 24 and 25 Vic., caps. 44, 110, 123, 128, 130, 134, 208 and 219; relating to the London and North-Western Railway Company; and any other Acts relating to that Company. 7 and 8 Vic., cap. 65; 8 and 9 Vic., cap. 33; 10 and 11 Vic., caps. 147, 162 and 238; 11 and 12 Vic., cap. 60; 12 and 13 Vic., cap. 41; 14 and 15 Vic., caps. 21, 131, 146; 17 and 18 Vic., caps. 168 and 222; 18 and 19 Vic., cap. 172; 21 and 22 Vic., caps. 130 and 131; 22 and 23 Vic., cap. 60, relating to the Chester and Holyhead Company, and any other Acts relating to that Company, and the Buckley Railway Act, 1860.

Duplicate plans and sections of the said intended railway, together with a book of reference thereto, with a published map, showing the general course and direction of the said proposed railways and the works, and also a copy of this notice as published in the London Gazette, will be deposited on or before the 30th day of November instant, with the Clerk of the Peace for the county of Chester, at his office, at Chester, and with the Clerk of the Peace for the County of Flint, at his office in Mold, and a copy of so much of the said plan, section, and book of reference as relates to each of the parishes in or through which the said intended railways and works are proposed to be made, and a like copy of the said Gazette notice will be deposited on or before the said 30th day of November, instant, with the parish clerk of each such parish, at his residence, and in the case of extra-parochial places then with the parish clerk of some adjoining parish.

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

Dated this 9th day of November, 1861.

Haigh and Deane, Liverpool, Solicitors for the Bill.

Theodore Martin, 27, Abingdon-street, Westminster, Parliamentary Agent.

Reading Union Gas.

(Increase of Capital; Power to borrow Money; Maintenance and Improvement of Works; Extension of Limits of Supply; Rates; Amendment of Act).

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to alter, amend, extend, and enlarge, or to repeal all or some of the powers and provisions of an Act passed in the sixth year of the reign of His Majesty King William the Fourth, intituled "An Act for better Lighting with Gas the Borough of Reading and the Hamlet of Whitley, in the county of Berks, by a Company to be called the Reading Union Gas Company;" and by such Act, powers will be conferred upon the Company for all or some of the following purposes; that is to say:

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 Com-

pany, and to enable the Company to capitalise the accumulated capital and profits, and to borrow money on mortgage or otherwise, and to make provision for the formation of a reserve fund for contingencies :

To maintain, improve, and enlarge their existing gasworks, and to erect and provide all necessary and proper buildings, machinery, apparatus, and conveniences connected therewith, upon the lands now belonging to and held by the Company, and adjoining thereto, which lands and works are situate in the parish of St. Giles, in the said borough of Reading, adjoining the River Kennet, now in the occupation of the Company, and are bounded on the north by the said River Kennet, on the south by the King's-road, on the east by premises belonging to William Palmer, and on the west by premises in the occupation of Messrs. Huntley and Palmer; and to maintain, improve, alter, pull down, and re-erect any of the existing gasworks of the Company; and to purchase, by agreement, lands, houses, and other property for that purpose. To extend the limits within which the Company are at present authorised to supply gas, and to include within such limits the borough of Reading and the several townships, parishes, and places of Sonning, Earley, Whitley, Southcot, Twyford, Hurst, Tilehurst, Pangbourne, and Theale, in the county of Berks, and of Caversham, Sonning, and Whitechurch, in the county of Oxford :

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

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 Gaslight and Coke Company within such limits :

To lay down, continue and maintain, and from time to time renew, mains, pipes, and other 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 cross, divert, break up, alter, or stop up any turnpike or other roads, highways, footpaths, bridges, streets, railways, sewers, drains, watercourses, and other places within such limits; and generally to do and execute all other works which may be necessary for the purpose of supplying gas therein :

To levy rates, rents, and charges for such supply of gas, to alter and vary the rates, rents, and charges now taken by the Company, and to confer, vary, and extinguish exemptions from payment of such rates, rents, and charges, and to confer, vary, or extinguish other rights and privileges :

To incorporate all or some of the provisions of "The Companies Consolidation Act, 1845;" "The Lands Consolidation Act, 1845;" "The Lands Consolidation Acts Amendment Act, 1860;" and "The Gas Works Clauses Act, 1847."

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 Honourable the House of Commons.

Dated this 14th day of November, 1861.

Gregory, Skirrow and Rowcliffes, Parliamentary Agents, 1, Bedford Row, London.

Market-Drayton and Newport Junction Railway.

(Power to make Railway from Newport to Market-Drayton: Powers to and Arrangements with the London and North-Western, and Nantwich and Market-Drayton Railway Companies; Incorporation of Company; 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 make and maintain a railway, with all proper works and conveniences connected therewith, commencing by a junction with the Shrewsbury and Stafford line of the Shropshire Union Railways and Canal Company, at a point in the parish of Edgmond, in the county of Salop, one hundred and ten yards, or thereabouts, to the south-west of the bridge near the Newport station of that railway, and by means of which the turnpike-road from Newport to Shiffnal is carried over the said railway; passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them; (that is to say): Edgmond, Church Aston, Caynton, Tibberton, Chetwynd Aston, Cherrington, Newport, Longford, Chetwynd, Howle-Bolas, Hinstock, Childs Brcall, Hungry Halton, Stoke-upon-Tern, Eaton, Eaton-upon-Tern, Ollerton, Wistanswick, Drayton-in-Hales, otherwise Market-Drayton, Drayton Magna, Drayton Parva, Betton, Longslow Sutton, and Woodseaves, in the county of Salop, and terminating in that part of the parish of Drayton-in-Hales which is situate in the county of Salop, by a junction with the railway authorized by the Nantwich and Market-Drayton Railway Act, 1861, in a certain field belonging to Richard Corbet, Esq., numbered 35 in that parish, on the plans referred to in that Act.

To take powers 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 railway, 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 railway, 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 railway and works, or any of them; and to levy tolls, rates, and duties upon or in respect of the said intended railway and works; and to alter existing tolls, rates, and duties; and confer exemptions from payment of the same, and other rights and privileges.

To incorporate a Company (hereinafter called "the Company") to carry into effect the objects of the intended Act; or, if deemed necessary or expedient, to authorize the London and North-Western Railway Company, or the Nantwich and Market-Drayton Railway Company to carry the same into effect; and, in the event of incorporating the Company, to enable the Company and the London and North-Western Railway Company; and the Nantwich and Market-Drayton 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 railway, 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 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 of the said London and North-Western, and Nantwich and Market-Drayton 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 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 enable the London and North-Western Railway Company to contribute towards the capital, and hold shares in the undertaking of the Company, and appoint directors of the Company, or to guarantee a fixed rate of interest or dividend upon the capital of the Company, and to apply to the purpose of such subscription or guarantee 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, or by borrowing, or mortgage, or by either of those means.

To extend and make applicable to the railway to be authorized by the said intended Act, the provisions contained in the 41st and 42nd sections of the Nantwich and Market-Drayton Railway Act, 1861, and, if necessary or expedient, to sanction and confirm any agreements entered into in pursuance of that Act, prior to the passing of the intended Act.

To alter, vary, or repeal some or any of the provisions of the Act passed in the 9th and 10th years of the reign of Her present Majesty, intitled "An Act to consolidate the London and Birmingham, Grand Junction, and Manchester and Birmingham Railway Companies," and of the several other Acts relating to or affecting the Company by that Act incorporated, namely, the London and North-Western Railway Company, and also of "The Nantwich and Market-Drayton Railway Act, 1861," and of the several Acts relating to or affecting the Shropshire Union Railways and Canal Company.

And notice is hereby further given, that on or before the 30th day of November, 1861, plans and sections of the proposed railway, together with a book of reference to such plans, and also a published map with the said intended line of railway delineated thereon, and a copy of this notice, as published in the London Gazette, will 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, and that on or before the said 30th day of November, 1861, a copy of the said Gazette notice, and of so much of the said plans, sections, and book of reference as relates to each parish in or through which the said railway and works are intended to be constructed, will be deposited with the parish clerk of each such parish, at his usual place of abode; and in case of any extra-parochial place, with the parish clerk of a parish immediately adjoining thereto; and that printed copies of the proposed Bill for effecting the objects specified in this

notice, or some of them, will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December, in the present year.

Dated the 1st day of November 1861.

Lawrence and Markby, 6, Lincoln's-inn-fields, London, Solicitors for the proposed Bill.

Metropolis Gas Act Amendment.

(Amendment of Act; Provisions with reference to the City of London and the Liberties thereof; further Provisions as to Quality, Testing, and Price of Gas, &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 the following purposes, or some of them; that is to say:

To alter, amend, or repeal some of the powers and provisions of the Metropolis Gas Act, 1860.

To alter or repeal the provisions of such Act, and more particularly of the 28th section thereof relating to the examination of gas and the report thereon, and to make further and other provisions with reference to the examination and testing of gas, the meters or instruments to be used, the time, place, and manner of making the examination and testing, and the expenses thereof, and of the report thereon, and the payment of inspectors, examiners, and other persons by the Companies, parties, or local authorities in such manner as may be prescribed in the Bill.

To provide for the more efficient and constant investigation of the quality, purity, and illuminating power of gas supplied within the metropolis, as defined by the said Act, or the City of London and the liberties thereof, and the state and condition of the gas works, gasometers, retorts, pipes, meters, and apparatus for manufacturing, storing, registering, and conveying gas, and for the due inspection of any such works, and the payment of expenses wholly or partly by the Gas Companies, or parties supplying gas, or otherwise, in such manner as may be prescribed in the Bill. To alter the provisions of such Act relating to the maximum price of gas and the conditions under which an increase may take place, and to alter any rates or charges for gas or meters authorized by such Act, and to substitute or fix any other rates or charges in lieu thereof.

To alter the provisions as to the rates of dividend, and the circumstances under which the same may be made or increased, and to substitute or prescribe other conditions or rates of dividend.

To constitute the Commissioners of Sewers of the City of London and liberties thereof the local authority for carrying into effect the provisions, or any of them, of such Act and intended Bill within the city of London, and the liberties thereof, and to authorize them to apply therein the sewers rate, or consolidated rate, for any of the purposes authorized by the Bill.

To exclude the whole or some portion of the city of London and the liberties thereof from the operation of all or some of the provisions of the said Act and intended Bill.

Subject to such total or partial exclusion the Bill, or some of its provisions, will apply to the metropolis, as defined in such Act, and to all Companies and other parties subject to the provisions thereof, or the said Bill or some of its provisions will apply to the city of London and the liberties thereof only, and to the Companies or

parties supplying gas within such city and liberties, and will vary or extinguish all rights and privileges which will interfere with the objects of the Bill.

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 14th day of November, 1861.

Edward Tyrrell, City Remembrancer.

Metropolitan Meat and Poultry Market.

(Western Approach.)

(Approach to Market from Victoria-street—Repeal of certain Powers of London Railway Depôt and Store-Houses Company—Provisions as to raising Money on Mortgage, &c., and Market Tolls—Amendment of Acts, &c.)

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

To authorize the Mayor, Aldermen, and Commons of the city of London to make and maintain a New Street, commencing from and out of the line of street authorized to be made by "The Metropolitan Meat and Poultry Market Act, 1860," on the north side of the intended market, at or near Durham-yard, in the parish of Saint Sepulchre, in the city of London, and terminating in Victoria-street, at or near the junction with that street of West-street in the parish of Saint Sepulchre, in the county of Middlesex:

To stop up West-street and Durham-yard, and part of Saint John's-court, Sharpe's-alley, and Fox-and-Knot-court, and any other streets, footpaths, courts, yards, and passages on the line of the intended street, or within the limits of the property intended to be purchased under the powers of the Bill:

To appropriate the soil of the streets, courts, yards, passages, and footpaths so stopped up, and to make communications between the intended new street and any side streets, or communications with the railway works connected with the market-house:

To make a communication or approach to the railway terminus or goods station under the proposed market, commencing at Saint John-street, near Greenhill rents, in the parish of Saint Sepulchre, in the county of Middlesex, and terminating underneath the market-house:

The intended new street and the above works, and the lands, houses, and property to be taken compulsorily, will be, or are, situate in the parishes of Saint Sepulchre, in the city of London, and Saint Sepulchre and Saint Andrew, Holborn, in the county of Middlesex:

To authorize the purchase, by compulsion or agreement, of lands, houses, and hereditaments in the said parishes, required for the purposes of the intended new street and works, and the erection of houses and buildings connected therewith.

To authorize the raising of additional sums of money by mortgage or otherwise, and the charge of the same and of the expenses of executing the objects of the Bill, on the market tolls authorized to be taken by "The Metropolitan Meat and Poultry Market Act, 1860," and "The Newgate Market Abolition Act, 1861," or to be authorized to be taken by the intended Bill, or upon the estates and revenues of the Mayor and

commonalty and citizens of the city of London jointly, with the said tolls: and to alter the 15th section of the last-mentioned Act, with reference to the alteration of the market tolls in certain events, and to regulate the charges to be imposed on such market tolls, and the mode of ascertaining the sufficiency of such tolls; and declare all meat, poultry, or other provisions brought into any terminus or station under the market, or under the adjacent roads and streets liable to the tolls authorized to be taken by the said Acts, or to be authorized by the Bill:

To repeal the 18th section of "The Metropolitan Meat and Poultry Market Act, 1860," relating to the intended street to Victoria-street, and to alter so much of such Act as authorizes the Mayor, Aldermen, and Commons to widen and improve Durham-yard, and by means thereof provide the communication therein referred to; and to repeal so much of "The London Railway Depôt and Store-houses Act, 1860," as empowers the Company incorporated by that Act, to take or use any of the lands, houses, or property which may be authorized to be taken compulsorily under the powers of the Bill, and to declare the intended new street to be in substitution of the street referred to in such section, and the street authorized to be made by the last-mentioned Act:

To extend to the provisions of the Bill the powers and provisions of the "London (City) Improvement Act, 1847," and the provisions of the "Lands Clauses Consolidation Act, 1845," incorporated therewith:

To authorize the appropriation of the under surface of the intended street for railway or other purposes, on such terms and conditions as may be agreed upon between the Mayor, Aldermen, and Commons, and the Metropolitan or other Railway Company, or any other company or persons: and to authorize the said Mayor, Aldermen, and Commons, and the Metropolitan or other Railway Company, or any other company or persons, to enter into, and carry into effect any agreement with reference thereto, or the execution of any works, the erection of any buildings, or the lease of the same, the payments to be made, or otherwise relating to the carrying into effect of the objects of the Bill, or of any of the Acts hereinafter referred to in connection with the market, and the railway depôts and works connected therewith:

To alter, amend, enlarge, or repeal some of the powers and provisions of the following Acts (that is to say): "The Metropolitan Meat and Poultry Market Act, 1860;" "The London Railway Depôt and Store-houses Act, 1860;" "The Newgate Market Abolition Act, 1861;" "The Metropolitan Market Act, 1857;" "The Metropolitan Railway Act, 1854;" "The Metropolitan Railway Act, 1861;" "The Metropolitan Railway (Finsbury-circus Extension) Act, 1861;" and the several other Acts relating to the Metropolitan Railway Company; and to vary or extinguish all rights and privileges which would interfere with the objects of the Bill, and to confer other rights and privileges.

Duplicate plans and sections describing the line, situation, and level of the intended new street and works, and the lands, houses, and hereditaments intended to be taken for the purposes thereof: and for other the objects of the Bill, with a book of reference to such plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands, houses and hereditaments, and a copy of this notice, as published in the London

Gazette, will be deposited on or before 30th day of November instant with the Clerk of the Peace for the city of London, at the Sessions-house, Old Bailey, and with the Clerk of the Peace for the county of Middlesex, at the Sessions-house, Clerkenwell-green; and on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to the parish of Saint Sepulchre, in the city of London, with a copy of the said notice, will be deposited with the parish clerk of that parish at his place of abode in the city of London; and a copy of so much of the said plans, sections, and book of reference as relates to the parishes of Saint Saint Sepulchre and Saint Andrew, Holborn, in the county of Middlesex, with a copy of the said notice, will be deposited with the clerk of the Holborn District Board of Parishes, at his office in Chancery-lane.

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

Dated this 14th day of November, 1861.

Edward Tyrrell, City Remembrancer.

Bishops Waltham, Botley, and Bursledon Railway.

(Incorporation of Company; Construction of Railways from Bishops Waltham to Botley, and from Botley to Bursledon, with a Branch; Working and other arrangements with the London and South-Western Railway Company; Power to use the Railway and Stations of that 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, hereinafter called "the Company," and to confer upon the Company power to make and maintain the following railways, with all proper stations, approaches, roads, works, and conveniences connected therewith, and the following amongst other powers; that is to say:—

No. 1. A railway commencing at the southerly end of a field in the parish of Bishops Waltham, in the county of Southampton, to the north of the turnpike-road, leading from Bishops Waltham to Fisher's-pond, and lying between the Pond Farm house and the pond, the property, and in the occupation of Arthur Helps, Esq., and thence passing from, in, through, or into the several parishes or townships of Bishops Waltham and Durley, all in the county of Southampton, and terminating in the parish of Bishops Waltham and county of Southampton, by a junction with the London and South Western Railway on the north side thereof, and ten chains, or thereabouts, to the north-west of the passengers' booking-office at the Botley station thereof.

No. 2. A railway commencing by a junction with railway No. 1, in a coppice, in the parish of Bishops Waltham and county of Southampton, the property of John Gater, Esq., and in the occupation of Charles Holdaway, at a point 18 chains, or thereabouts, to the southward of Little Wamford farm-house, and at or near to the point of junction of two occupation roads intersecting the said coppice, and thence passing from, in, through, or into the several parishes of Bishops Waltham, Botley, Droxford, Hound, and Bursledon, all in the county of Southampton, and terminating in the parish of Bursledon and county of Southampton, on the north side of the road or public highway leading

from Bursledon village to the wharves or quays at Bursledon aforesaid, at a point 170 yards, or thereabouts, from the junction of such road with the road leading thence to Bursledon Church, and opposite to a messuage and premises now or late the property of William Charles Humphreys, and in the occupation of Richard Sheppard.

No. 3. A branch railway, commencing by a junction with the London and South-Western Railway, in the parish of Bishops Waltham and county of Southampton, on the south side thereof, at a point 15 chains, or thereabouts, to the south-west of the passengers' booking-office, at the Botley station thereof, and thence passing from, in, through, or into, the several parishes of Bishops Waltham, and Botley, all in the county of Southampton, and terminating in the said parish of Botley, by a junction with the railway No. 2, at or near to, and on the easterly side of, the turnpike-road leading from Botley to Winchester, and 200 yards, or thereabouts, to the north of the junction of the said turnpike-road with the turnpike-road leading from Botley to Southampton.

To construct, erect, and maintain, wharves, quays, warehouses, depôts, sheds, cranes, shipping-places, approaches, and conveniences at or near the terminus of the said intended railway at Bursledon, and to deepen the river Hamble near to such wharves or quays.

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

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

To vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands and buildings proposed to be purchased or taken, or which would in any manner impede or interfere with the construction and maintenance or use of the said intended railways and works, and to confer other rights and privileges.

To authorize the levying of tolls, rates, duties, and other charges for and in respect of the use of the said intended railways, wharves, quays, warehouses, cranes, shipping-places, and works, and to grant exemptions from such tolls, rates, duties, and charges.

To enable the Company, and the London and South-Western Railway Company to enter into, and carry into effect, arrangements and agreements for, or with respect to the maintenance, working, use, and management by such last-named Company of the said intended railways and works, and also with respect to the conduct, regulation, and management of the traffic of the said intended railways, and with respect to the tolls, charges, or other sums to be paid in respect to the use of the same, and with respect to the apportionment between and among the two Companies, of tolls and charges received for traffic passing to, from, or over the intended railways.

To enable the Company to run, pass over, and use, with their own engines, carriages, and waggons, coming to or from the intended railways, the whole, or any part of the lines of railway, stations, watering-places, water, and conveniences of the London and South-Western Railway Company, upon such terms, and under such payments and conditions as shall be mutually agreed upon, or to fix and determine the amount of rate, toll, or charge which shall be paid by the Company for the use of the before-mentioned stations, railways,

works, and conveniences, or any of them, and also, if deemed expedient, to alter and limit the tolls, rates, and charges, now authorized to be levied by the London and South-Western Railway Company in respect thereof.

So far as may be necessary for the purposes aforesaid, or any of them, it is intended by the said proposed Act to alter, amend, enlarge, or repeal the powers and provisions of the several Acts relating to the London and South-Western Railway Company, or some or one of them.

A plan and section in duplicate of the said intended railways and works, and of the lands and property proposed to be purchased and taken as aforesaid, together with a book of reference to such plan, and also a copy of this notice, as published in the London Gazette, together with a published map with the lines of railway delineated thereon, will be deposited, on or before the 30th day of November in the present year, with the Clerk of the Peace for the county of Southampton, at his office at Winchester, in the same county, and a copy of so much of the said plan, section, and book of reference as relates to each of the parishes in or through which the said railways and works are proposed to be made, and also a copy of the said Gazette notice, will be deposited for public inspection, on or before the said 30th day of November, with the parish clerk of each such parish, at his residence, or in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto.

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

Dated this 12th day of November, 1861.

S. C. Frankish, No. 23, Parliament-street, Westminster, Solicitor for the Bill.

West Hartlepool Harbour and Railway.—Dock Extension.

(Extension of Dock Works at West Hartlepool; Additional Share and Loan Capital; Provisions as to Share and Loan Capital; Further Subscriptions to Cleveland Railway, Provisions for Intercommunication between Cleveland Railway and West Hartlepool Railways; Amendment of Acts, &c.)

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

To authorize the West Hartlepool Harbour and Railway Company, in this notice referred to as the Company, to make and maintain a new cut or channel, commencing in or from and out of a dock, called the Ward Jackson Dock, at or near the north-western corner of such dock, in the township of Stranton, in the parish of Stranton, in the county of Durham, and terminating at or near a road at the southern extremity of the timber dock or timber pond, known as the Timber Pond No. 2 of the Company, in the said township and parish of Stranton.

Also to make and maintain a new dock or docks by the conversion into a deep-water dock or docks of the said timber dock or timber pond, No. 2, and of a timber dock or timber pond, known as

the Timber Pond No. 3 of the Company, by deepening, altering extending, widening, or otherwise improving such timber docks or timber ponds, or either of them, or any part or parts thereof, commencing in the said township and parish of Stranton, by a junction with the intended new cut or channel at the northern end of such cut or channel, and terminating at or near to the northern embankment of the said timber dock or timber pond No. 3, in the townships of Throston and Hart, or one of them, in the parish of Hart, in the said county of Durham.

Also to divert, alter, or stop up a certain road in the said township of Stranton, leading to Middleton, from and out of the public highway between West Hartlepool and Hartlepool and Middleton, or some part or parts of such road.

In connection with such intended cut, channel, and dock or docks, and for the purposes of the existing docks, and the accommodation of the trade and commerce of West Hartlepool; and of shipping, to authorize the Company to make and maintain quays, locks, basins, timberponds, bridges, tramways, warehouses, sheds, and other works and conveniences connected therewith, and to divert or alter any railways, tramways, roads, cuts, locks, or communications required to be diverted or altered for the purposes of the intended works.

All the above works, and the lands to be taken or used for the purposes thereof, will be made, or are situate in, or will pass from, in, through or into the several parishes, townships, and extra-parochial places of Stranton township, Stranton parish, Hart township, Throston township, Hart parish, West Hartlepool, or some of them, in the county of Durham.

To authorize the Company to levy tolls, rates, and duties, to alter existing tolls, rates, and duties, to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, to purchase lands and houses compulsorily, and to use and appropriate any lands belonging to the Company for the purposes of the said Bill, and to vary and extinguish all rights and privileges which would in any way interfere with the objects and purposes of the said Bill.

To authorize the Company to raise further capital by the issue of shares or stock, with or without any preference or priority in payment of dividend over the ordinary capital of the Company, or with other privileges or advantages, and to authorize the Company, with or without any increase of the share capital, to raise any further sums of money by mortgage or bond, and to charge or apportion all or any part or parts of the money already borrowed or to be borrowed by the Company, whether exceeding or not exceeding one-third of the share and Stock capital of the Company upon the undertaking of the Company, or upon any part or parts of the undertaking or revenues of the Company exclusively of any other part or parts of such undertaking or revenues or upon other special conditions, and to make other provisions with reference to the share or loan capital of the Company, and the augmentation thereof, and with reference to the liabilities of the Company.

To authorize the Company to subscribe towards and hold additional shares in the capital of the Cleveland Railway Company, and to apply for the purpose of their subscriptions to that Company any capital already raised or to be authorized

to be raised under the powers of the intended Bill.

To authorize the Company to provide and use vessels of any description for the purpose of maintaining the intercommunication between the wharfs, staiths, and landing-places of the Company on the River Tees, and the pier and shipping places of the Cleveland Railway Company, sanctioned by "The Cleveland Railway Act, 1861," and to convey the traffic by such vessels and to charge rates or fares for the use thereof, and to apply for those purposes any capital of the Company, or money to be raised under the powers of the intended Bill.

To make provision for the prevention of interruptions and impediments to the passage of the traffic carried by vessels between the works of the West Hartlepool Harbour and Railway Company, and of the Cleveland Railway Company respectively, on the River Tees, and for the punishment of persons creating such interruptions or impediments, and the imposition of penalties, and to require the dredging or keeping open the access to such works, and to enable the Company in certain events to do such dredging and keep open the said river adjacent to such works, and to make provision for the settlement of disputes between the Company and the Tees Conservancy Commissioners, or any other parties.

To alter, amend, enlarge, or repeal, as far as needful, the powers and provisions of the several Acts following, namely,—“The West Hartlepool Harbour and Railway Act, 1852;” “The West Hartlepool Harbour and Railway Act, 1857;” “The West Hartlepool Harbour and Railway Company’s Capital Act, 1861;” “The West Hartlepool Harbour and Railway Traffic, &c. Act, 1861;” “The Cleveland Railway Act, 1858;” “The Cleveland Railway Act, 1861;” “The Tees Conservancy and Stockton Dock Act, 1852;” “The Tees Conservancy Act, 1854;” and “The Tees Conservancy Act, 1858.”

On or before the 30th day of November instant, plans and sections describing the lines and levels of the intended new docks, cut, and works, and the lands, houses, and property which may be taken or used 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 with the Clerk of the Peace for the county of Durham, at his office, in the city of Durham: 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 aforesaid, in or through which the said intended new docks, cut, 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.

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

Dated this 9th day of November, 1861.

Bell, Steward, and Lloyd, 49, Lincoln’s-inn-fields, London.

Newby, Richmond, and Watson, Stockton-on-Tees.

Cleveland Railway.

(Provision as to Vessels for intercommunication between the Cleveland Railway and the West Hartlepool Railways, and as to preventing obstructions; as to Dredging; Subscription by West Hartlepool Harbour and Railway Company; Amendment of Acts, &c.)

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

To authorize the Cleveland Railway Company to provide, use, and maintain vessels of any description for the interchange of traffic between the pier and shipping places of the Cleveland Railway Company, and the staiths, quays, piers, jetties, and landing-places of the West Hartlepool Harbour and Railway Company, and to apply the capital of the Cleveland Railway Company for such purposes, and to take rates and fares for such conveyance of the traffic.

To make effectual provision for the prevention of obstructions and impediments in the River Tees to the traffic of the Cleveland Railway Company passing to and from their pier and shipping places, and for the accommodation of vessels frequenting such pier and shipping places, and to impose penalties, and to authorize the making of regulations with penalties, the appointment of a pier master, and to define the limits of his authority and jurisdiction; and to make other provisions for securing against interruption the efficient use of such pier and shipping places, and the convenience and requirements of vessels resorting thereto.

To alter and amend or to repeal the 15th, 17th, and 18th sections of “The Cleveland Railway Act, 1861,” and to make better provision for the dredging and deepening of the River Tees so as to afford access to the said pier and shipping places, and to authorize the Cleveland Railway Company to perform such dredging works, and to provide for the settlement of disputes between the Tees Conservancy Commissioners and the Cleveland Railway Company.

To authorize the West Hartlepool Harbour and Railway Company to contribute towards and to subscribe for and hold additional shares in the capital of the Cleveland Railway Company, and to raise money or to apply their funds towards such purpose.

To alter, amend, and enlarge or repeal, as far as needful, the powers and provisions of the following Acts, namely—“The Cleveland Railway Act, 1858;” “The Cleveland Railway Act, 1861;” “The West Hartlepool Harbour and Railway Act, 1852;” “The West Hartlepool Harbour and Railway Act, 1857;” “The West Hartlepool Harbour and Railway Company’s Capital Act, 1861;” and “The West Hartlepool Harbour and Railway Traffic, &c. Act, 1861;” “The Tees Conservancy and Stockton Dock Act, 1852;” “The Tees Conservancy Act, 1854;” and “The Tees Conservancy Act, 1858.”

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

Dated this 9th day of November, 1861.

Bell, Steward, and Lloyd, 49, Lincoln’s-inn-fields, London.

Newby, Richmond, and Watson, Stockton-on-Tees.

Tranmere Local Board.

(Powers to purchase Tranmere Ferry; to make new Roads and Sewers, and to agree with the Birkenhead Improvement Commissioners for an outlet for such sewers; Apportionment of expenses of such new roads and Sewers, and of present and future Drains and Sewers; Removal of Tranmere Toll Gate; Vesting of part of New Chester Road in Local Board; Street Tramways; Widening and Improvement of Highways; Establishment of Local Police Force; Further powers in relation to the Water Works established by the Local Board; Provisions as to Wirral Water Works Company; Powers to levy Rates, and to borrow Money; to vacate office of Absenting Members of Local Board; 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 vest in the Local Board of the district of Tranmere, which district is conterminous with the township of Tranmere, in the parish of Bebington, in the county of Chester, hereinafter called "The Local Board," powers to carry into effect all or some of the objects and purposes hereinafter mentioned (that is to say):—

To purchase by compulsion or agreement, the ferry called Tranmere Ferry, and all or any rights or interests therein, or in connection therewith, and the slip, quays, wharfs, and other works and property connected therewith, situate within the district of Tranmere, in the county of Chester, and to extinguish all existing rights or privileges connected with such ferry, or the slip, quays, wharfs, and other works and property connected therewith which are inconsistent with such purposes, and to enable the said Local Board to purchase and hire steam and other boats, or to contract with any company or person to provide such steam and other boats, and to work the said ferry, and to levy tolls, rates, and dues, in respect of the said ferry, steam and other boats.

To make and maintain a new road or street commencing at the junction of the district of the Local Board, with the extra-parochial place, chapelry, or township of Birkenhead, in the said county of Chester, at Whetstone-lane, and terminating in Prenton-lane, within the said district of the Local Board, and also a new road or street commencing in Prenton-lane, within the said district, and terminating at a point within the same district, adjoining a road or intended road leading or intended to lead therefrom to the village of Higher Bebington, in the said parish of Bebington, and part of which said first-mentioned new road or street will run along the Holloway, and along or near the boundary of the district of the Local Board, and the adjoining extra-parochial place, chapelry, or township of Birkenhead, and for the purposes of the said new roads or streets, to widen and alter or otherwise interfere with, temporarily or permanently, the lines and levels, and to appropriate parts of the following streets or roads within the said district of the Local Board (that is to say): Whetstone-lane, Quarry-bank, Prenton-lane, and Mount-road, and also Whetstone-lane within the said extra-parochial place, chapelry, or township of Birkenhead, and to make and maintain a sewer under each of the said new roads or streets, or some part thereof respectively, and to make arrangements and agreements with the Birkenhead Improvement Commissioners for an outlet

for the said sewers, and part of which first-mentioned new road and sewer respectively will be situate in the said extra-parochial place, chapelry, or township of Birkenhead, in the county of Chester, and the residue of the said new roads or streets and sewers respectively, will be situate within the parish of Bebington, and township of Tranmere and county of Chester.

To make arrangements and agreements with the owners, lessees, and occupiers of land, and property through or along which the said new roads or streets and sewers are proposed to be made, and with the owners of land adjoining thereto as to the costs of constructing the same respectively, and to apportion and charge such costs amongst and upon such owners, lessees, and occupiers.

To enable the Local Board to adopt, and upon such adoption to vest in them so much of the said new roads or streets as will be in the district of the Local Board as public highways or streets repairable at the cost of the Local Board.

To enable the Birkenhead Improvement Commissioners to adopt, and upon such adoption to vest in them so much of the said first-mentioned new road or street as will be in the extra-parochial place, chapelry, or township of Birkenhead, as a public highway or street, repairable at the cost of the said Commissioners.

To enable the Local Board from time to time to declare that the whole or a portion of the expenses, whether incurred or paid by the Local Board, or by any other persons, of making or altering any sewers or drains in the district of the Local Board, already or hereafter made, or altered by the Local Board, or by any other persons, shall be private improvement expenses, and recoverable accordingly, or that the whole or a portion of those expenses be defrayed out of any general district rate to be levied by the Local Board, under "The Public Health Act, 1848;" or "The Local Government Act, 1858."

And it is intended to apply for powers by the said intended Act, to authorize the trustees acting in pursuance of "An Act for improving certain roads within the county Palatine of Chester, called "The Chester, Neston, and Woodside Ferry District of Roads," to relinquish the right to take tolls upon and liability to repair so much of the turnpike road as runs through the township of Tranmere, and also so much of the said road as lies within the district of Higher Bebington, and to vest in the Local Boards of Tranmere and Higher Bebington respectively, so much of the said road as lies within their respective districts, and to confirm any agreements entered into with the trustees of the said last recited Act in relation to the matters aforesaid, or any of them, and so far as may be necessary for that purpose, to alter, amend, or repeal the provisions of the said Act.

To lay down, maintain, and renew, in and upon the level of the New Chester-road, in the district of the Local Board, and in the streets, roads, and highways now or hereafter under the control of the Local Board, or any part thereof, iron and other rails, plates, or trams, for the passage of carriages and waggons, to be moved by horse power, or to enter into agreements with any company or person or persons, for the laying down of such rails, plates, or trams, and for the maintenance, renewal, and use thereof, and with respect to the charges to be made, either by the Local Board, or by such Company, persons or person as aforesaid, for the use of the same, and for the purchase and use of carriages and waggons for the conveyance of passengers and goods along such lines of rails or trams, and to make charges for such conveyance.

To enable the Local Board to widen and improve, and put in permanent repair, the highways now or at any time under their control; or any of them.

To purchase, by compulsion or agreement, lands and houses for the purposes of the intended Act, and to stop up, alter, and 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 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 enable the Local Board to establish and maintain a force of constables or police officers for the protection of the inhabitants and property within their district, and to confer on the Local Board all necessary powers for the regulation and management of such constabulary force, and for defining, and if need be abolishing, in whole or in part the jurisdiction of the county justices in regard to or over the police within the said district. And so far as may be necessary for such purposes to repeal, alter, or amend all or some of the powers and provisions of the several Acts of Parliament now in force relating to the county constabulary or rural police, in so far as relates to the said district.

To enable the Local Board, from their existing waterworks, and from any other waterworks which may be hereafter constructed or acquired by them, to supply, or contract to supply, water for the use of the inhabitants and premises within the said district, and for extinguishing fires, and for any public baths or wash houses within the same; and for the purposes of trade or manufacture within the said district, and to supply from some place or places within the said district water to or for the use of ships or vessels, and to enable the Local Board to make charges for such water supply, and to alter, amend, and explain, if necessary, the enactment in relation to the supply of water within the township of Tranmere, contained in the 39th section of "The Wirral Water Works Act, 1859," and to repeal so much of the said Act as authorizes the Company thereby incorporated to supply water within the township of Tranmere; and to declare that the powers of the said Company to supply water within the said township have ceased and determined, and to make such further provision as may be necessary in relation to the matters aforesaid.

To enable the Local Board to levy rates and assessments upon the owners and occupiers of houses, lands, tenements, and hereditaments, within the district, for carrying into effect the several purposes of the said intended Act, and to give additional powers for assessing, levying, and compelling payment of such rates and assessments, and to continue or alter the rates and assessments authorized to be taken under "The Public Health Act, 1848," or "The Local Government Act, 1858," and to levy new rates and duties, and to continue or to repeal, and to confer, vary or extinguish exemptions from the payment of such existing and proposed rates and duties, and to confer, vary, and extinguish other rights and privileges.

To enable the Local Board to raise by mortgage or bond or terminable annuities or otherwise upon the security of the revenues of the

Local Board, and of any rates authorized to be levied by them under the powers vested in them by "The Public Health Act, 1848," or "The Local Government Act, 1858," or to be levied and raised by them under the said intended Act, or upon all or any of the said securities, such sum or sums of money as the Local Board may from time to time deem necessary for providing funds to carry into effect the objects and purposes to be authorized by the said intended Act; and also for the construction of sewers in the highways now or hereafter within the said district, or any of them, and for the making, widening, improving, and putting in permanent repair all or any of such highways, and to provide for the application of the moneys so to be raised under the said intended Act, and for paying off the moneys so raised, and to extend and grant a further time for paying off the moneys already raised by the said Local Board.

To provide for vacating the office of members of the Local Board who shall be absent from meetings of the Board for such period as may be provided by the said intended Act, and for the election of new members to the office so vacated. And it is intended by the said Act so far as may be necessary for effecting all or any of the objects and purposes thereof or otherwise, to incorporate therewith all or some of the powers and provisions of "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Amendment Act, 1860," "The Waterworks Clauses Act, 1847," and "The Town Police Clauses Act, 1847," and if need be to repeal, alter, or amend all or some of the powers and provisions of "The Public Health Act, 1848," and "The Local Government Act, 1858," and of the local and personal Acts of Parliament following, that is to say, the several Acts relating to the Birkenhead Improvement Commissioners, 3rd and 4th William IV., cap. 68: 1st and 2nd Victoria, cap. 33; 5th and 6th Victoria, cap. 5; 6th and 7th Victoria, caps. 13 and 14; 7th and 8th Victoria, cap. 32; 9th and 10th Victoria, cap. 28; 13th and 14th Victoria, cap. 3; 21st and 22nd Victoria, caps. 85 and 121; and "The Wirral Waterworks Act, 1859."

And notice is hereby further given, that plans, shewing the lines and levels of the said proposed new roads or streets and sewers, and also shewing the lands and property to be purchased or taken by compulsion under the authority of the intended Act, with a book of reference to such plans; and also 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 Chester, at his office, in the city of Chester, and also with the parish clerk of the parish of Bebington, and with the parish clerk of the parish of Bidstone (adjoining the said extra-parochial place, chapelry, or township of Birkenhead), at their respective residences, and also with the clerk of the said Local Board, at the offices of the said Local Board, at Tranmere, in the said parish of Bebington.

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 16th day of November, 1861.

George Lloyd, Liverpool, Solicitor for the Bill.

Theodore Martin, 27, Abingdon-street, Westminster, Parliamentary Agent.

Great Western Railway Company.

(Additional Powers.)

(Construction of Branch Railways in the counties of Stafford and Warwick; Additional Lands at Bordesley, Hatton, Warwick, and Fenny Compton, Additional Capital; Amendment of Acts.)

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

To enable the Great Western Railway Company to make and maintain the railways following, or some of them, with all proper stations, approaches, sidings, works, and conveniences connected therewith respectively (that is to say):

1. A railway commencing by a junction with the Birmingham, Wolverhampton, and Dudley Railway of the said Great Western Railway Company, at or about 1,250 yards west of the centre of the booking office of the Handsworth Station of the said Birmingham, Wolverhampton, and Dudley Railway, in the township of Smethwick, in the parish of Harborne, in the county of Stafford, and terminating in the said township of Smethwick, by a junction with the line of railway authorized by the Stourbridge Extension Railway Act, 1861, at a point distant 14 chains, or thereabouts, north-west of the western end of a bridge over the Birmingham, Wolverhampton, and Stour Valley Railway and Birmingham Canal, called Galton Bridge; which intended railway and works will pass from, in, through, or into, or be situated within, the several parishes, townships, and other places of Harborne and Smethwick, all in the said county of Stafford;
2. A railway commencing in the parish of West Bromwich, by a junction with the said Birmingham, Wolverhampton, and Dudley Railway, near to the railway bridge at Brick House-lane on the Great Bridge Branch of the said Birmingham, Wolverhampton, and Dudley Railway, and terminating in the parish of Tipton by a junction with the South Staffordshire Railway at about 350 yards south-west of the bridge which carries the turnpike road from Great Bridge to Gospel Oak over the said South Staffordshire Railway; which said intended railway and works will pass from, in, through, or into, or be situate within the several parishes, townships, or other places of West Bromwich and Tipton, in the said county of Stafford;
3. A railway commencing in the parish of Hatton by a junction with the Birmingham and Oxford Junction Railway of the Great Western Railway Company at a point 38 chains or thereabouts north-west of the booking office of the Hatton Station of the said Birmingham and Oxford Junction Railway, and terminating in the said parish by a junction with the line of the Stratford-upon-Avon Railway at a point 32 chains or thereabouts from the said booking office of the Hatton Station; which intended railway and works will be wholly situate within the said parish of Hatton, in the said county of Warwick:

To enable the Great Western Railway Company to purchase by compulsion or agreement land and houses for the purposes of the said intended railways, or any of them, and also for the purposes of their undertaking certain lands and

houses in the hamlet of Bordesley, and parish of Aston-juxta-Birmingham, and county of Warwick, lying on the north-east side of the Birmingham and Oxford Junction Railway, and on the south-east side of the junction railway connecting the Birmingham and Oxford Junction Railway and the Midland Railway, and adjoining the said two railways:

Also certain other lands and houses in the hamlet of Shrewley and parish of Hatton, and county of Warwick, at and near to the junction of the said Birmingham and Oxford Junction Railway with the Stratford-upon-Avon Railway, and adjoining those respective railways:

Also certain lands and houses in the last-named hamlet and parish, partly on the north-east side and adjoining, and partly on the south-west side of and adjoining the said Birmingham and Oxford Junction Railway, and near to and adjoining the south-east end of the land and premises forming the Hatton Station of the Birmingham and Oxford Junction Railway:

Also certain other lands and houses in the parish of Saint Nicholas, and borough and county of Warwick, on the north side of and adjoining the goods-shed and station at Warwick of the said Birmingham and Oxford Junction Railway, and the road leading from the Warwick and Coventry turnpike road to the said goods-shed and station; and also certain other lands and houses in the parish of Fenny Compton, in the county of Warwick, on the south-west side of and adjoining the Fenny Compton Station of the Great Western Railway, and on the south-east side of and adjoining the road which crosses the said railway near to and on the west side of the said station:

And the said intended Act will vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands and buildings proposed to be purchased or taken, or which would in any manner impede or interfere with the construction, maintenance, or use of the said railways, lands, and works, and to confer other rights and privileges:

And the said intended Act will authorize the alteration, diversion, crossing, or stopping up of all turnpike and other roads, railways, tramways, aqueducts, canals, streams, and rivers, within or adjoining to the aforesaid parishes, townships, and extra-parochial or other places, or any of them, with which it may be necessary to interfere in the construction and use of the said intended railways, lands, and works; and will enable the said Great Western Railway Company to levy tolls, rates, and duties; for and in respect of the use of the intended railways and works, and to grant exemptions from such tolls, rates, and duties; and also to raise a further sum of money by the creation of new shares or stock, with or without preference dividend or other special privileges attached thereto, and by borrowing, or by either of such means, and to apply to the purposes of the said intended Act such part of their corporate funds as they may deem necessary:

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 contained in the several Acts, local and personal, herein after mentioned, relating to the Great Western Railway Company, namely, 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, caps. 55 and 85 ; 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. 108, 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, and 138 ; 23 and 24 Victoria, cap. 69 ; 24 Victoria, caps. 32 and 36 ; 24 and 25 Victoria, caps. 73, 76, 81, 87, 133, 134, 143, 164, 167, 189, 204, 215, and 240.

Maps, plans, and sections of the said intended railways and works, and showing the lands intended to be purchased or taken as aforesaid under the powers of the intended Act, together with books of reference to such plans, and also a copy of this notice as published in the London Gazette, will be deposited on or before the 30th day of November in the present year with the Clerk of the Peace for the counties of Stafford and Warwick respectively, as follows :

As regards works and lands in the county of Stafford, with the Clerk of the Peace for that county, at his office in Stafford ; and as regards works and lands in the county of Warwick, with the Clerk of the Peace for that county, at his office at Stratford-upon-Avon ; and a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said railways and works are proposed to be made, and within which such lands are situate, and also a copy of the said Gazette notice, will be deposited on or before the 30th day of November in the present year with the parish clerk of each such parish, at his residence ; and as regards any extra-parochial place, with the clerk of some adjoining parish.

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

Dated this 15th day of November, 1861.

Elsdale and Byrne, Whitehall-place,
London ;

J. W. and G. Whateley, Birmingham ;
Harward and Shepherd, Stourbridge ;
Solicitors for the Bill.

Saint Giles-in-the-Fields Disused Burial Ground.
(Vesting in the Rector and his successors Lands and Hereditaments purchased by Trustees of New Burial Ground, under 43 George III, cap. 20 ; Amendment of Act.)

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

To transfer to and vest in the rector of the parish of St. Giles-in-the-Fields, and his successors for ever, as an augmentation of the living

of the said parish of St. Giles-in-the-Fields, but subject to the now subsisting charges created under or by virtue of an Act of the 43rd year of George III, chapter 20, intituled "An Act to provide a new burial-ground and erect a chapel thereon, for the parish of St. Giles-in-the-Fields, in the county of Middlesex," and to such of the purposes thereof as are now or may hereafter be subsisting and capable of taking effect, certain property, lands, and hereditaments of the trustees (hereinafter called "the Trustees") from time to time acting under and by virtue of the said Act of the 43rd year of George III, chapter 20, purchased under the authority of the said Act for the purpose of a cemetery for the parish of St. Giles-in-the-Fields, and situate in the said parish :

To vary or extinguish any rights or privileges of the trustees in the aforesaid property, lands, and hereditaments, or any of them, or any part thereof.

The intended Act will also contain all such powers as are usually inserted in Acts of a like nature, or as may be thought requisite or proper for carrying out the objects or purposes thereof.

And notice is hereby given, that so far as may be necessary for the purposes of the intended Act, it is intended to alter, amend, extend, vary, and enlarge or repeal, all or some of the powers and provisions of the said Act of the 43 George III, chapter 20, and to make other provisions in lieu thereof.

And notice is hereby further given, that on or before the 23rd day of December, 1861, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1861.

Frere, Goodford, Cholmeley, and Forster,
6, Lincoln's-inn, London, Solicitors for
the Bill.

Thames Embankment.

(Embankment and Road between Westminster Bridge and Blackfriars Bridge ; New Street from Blackfriars Bridge to the Mansion House, and other Streets, in connection with such Embankment ; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to empower the Metropolitan Board of Works, or such other body or persons as may be designated in the Bill or determined by Parliament, to make and maintain the several works and effect the several objects and purposes following, or some of them ; that is to say :

First. To make and maintain an embankment or river wall on the north or left bank of the River Thames, with all necessary and convenient piers, arches, culverts, drains, quays, wharves, landing places, approaches, and other works to commence on the west end of Westminster Bridge, to be carried along and constructed for the most part upon the bed or foreshore of the River Thames, and to terminate at or near to the west side of the Middlesex end of Blackfriars Bridge.

Secondly. To make and maintain upon the proposed embankment a road and carriage way, to commence and terminate at or near the hereinbefore described intended points of commencement and termination of the said intended embankment ; together with three several short streets or communications commencing respectively from and out of such embankment and road, and terminating in or with Surrey-street, Norfolk-street, and Arundel-street, Strand, respectively.

Thirdly. To set out, make, and maintain a new street commencing from and out of the said proposed embankment and road on the west side of the Middlesex end of Blackfriars Bridge, and terminating at or in the streets called the Poultry and Charlotte-row, in the city of London, at or near the Mansion House.

Fourthly. To make and maintain within or under the said proposed embankment and road and new street, a main sewer, and all such culverts, drains, and other works in connection with such main sewer as may be necessary or proper, commencing at or near the west end of Westminster Bridge, and terminating at or near the Poultry and Charlotte-row aforesaid.

The said intended embankment, road, street, sewer, and other works, will be situate in the parishes, liberties, extra-parochial and other places following, or some of them (that is to say):— Saint Margaret, Westminster; Saint Martin-in-the-Fields; Saint Clement Danes, Saint John the Baptist, Savoy, or Precinct of the Savoy; Saint Mary-le-Strand; the Middle Temple, and Inner Temple, all in the county of Middlesex; and Saint Bridget, otherwise Saint Bride, Whitefriars, Bridewell; Saint Ann's, Blackfriars; Saint Andrew by the Wardrobe; Saint Gregory by Saint Paul's; Saint Benet, Paul's-wharf; Saint Peter, near Paul's-wharf; Saint Mary Magdalen, Old Fish-street; Saint Nicholas Cole Abbey; Saint Nicholas Olave; Saint Mary Mounthaw; Saint Mary Somerset; Saint Mildred, Bread-street; Saint Margaret Moses; Saint Michael Queenhithe; Holy Trinity-the-Less; Saint Mary Aldemary; Saint Thomas Apostle; Saint Antholin; Saint Pancras-soper-lane; Allhallows, Honey-lane; Saint Mary-le-Bow; Saint Benet Sherehog; Saint Stephen Walbrook; Saint Mary Woolnoth; Saint Mary Woolchurch-Haw; Saint Mildred Poultry, and Saint Mary Colechurch; all in the city of London, and county of Middlesex.

Fifthly. To set out, make, and maintain a new street in the parishes of Saint Margaret, Westminster, and Saint Martin-in-the-Fields, from and out of the hereinbefore-described intended embankment and road, commencing at or near a place called Whitehall-stairs, and terminating in the street known as Whitehall, opposite the Horse Guards.

Sixthly. To set out, make, and maintain a new street in the parishes of Saint Martin-in-the-Fields, Saint Clement Danes, and the Precincts of the Savoy, from and out of the hereinbefore-described intended embankment and road commencing at or near the east side of the Middlesex end of Hungerford Bridge, in the parish of St. Martin-in-the-Fields, and terminating in the street known as Wellington-street, Waterloo Bridge, in the said Precincts of the Savoy; together with three several short streets or communications, commencing respectively from and out of such lastly hereinbefore described intended new street and terminating in or with Buckingham-street and Villiers-street, in the parish of St. Martin-in-the-Fields, and Cecil-street, in the parish of St. Martin-in-the-Fields and St. Clement Danes respectively.

Also a new street commencing by a junction with the said last described intended new street, at or near to George-street, in the Adelphi, and terminating by a junction in or with Whitehall-place, at the east end thereof, all in St. Martin-in-the-Fields.

Sevently. To reclaim and appropriate the land forming the bed of the River Thames between the left bank of such river and the intended embankment, and to construct and maintain within or upon any part of the land so to be reclaimed

public walks and gardens, basins, and wharves, with all necessary machinery, approaches, and roads in connection therewith, and to sell or lease the said land, basins, and wharves, or any part thereof.

To authorize the purchase by compulsion, agreement, or otherwise, of lands and houses for the purposes of the said embankment, road, sewer, streets, and other works, to stop up, remove, divert, or otherwise interfere with any existing wharves and basins, sewers, streams, drains, and watercourses, and to vary and extinguish all such rights and privileges in and over the River Thames, or the foreshore, banks, and soil thereof, and in and over all other property to be affected by the said works, as may be necessary for the due construction and maintenance of the said several works, or any of them, and to re-sell any part of the lands or houses so purchased which may not be appropriated to the construction of the said works.

To authorize the Lords Commissioners of Her Majesty's Treasury to appropriate all or any of the monies paid, or to be paid to the account opened in their name at the Bank of England, entitled "The Thames Embankment and Metropolis Improvement Fund," in pursuance of "The London Coal and Wine Duties Continuance Act, 1861," towards the expenses of the said hereinbefore described intended works, or such of them as may be determined by Parliament.

To authorize the mayor, commonalty, and citizens of the city of London, to apply so much of the net proceeds of the duty of 4*d.* (part of the duty of 13*d.* authorized by the said Act to be levied by them on coals, culm, and cinders,) towards or in aid of all such of the said several hereinbefore described intended works, as Parliament shall sanction.

To extend to the provisions of the Bill the powers and provisions of the "London City Improvement Act, 1847," and the provisions of the "Lands Clauses Consolidation Act, 1845," incorporated therewith.

To authorize the borrowing of money upon the credit of the monies from time to time standing to the account of the said "Thames Embankment and Metropolis Improvement Fund," and upon the monies from time to time forming such net proceeds of the duty of 4*d.*, and in the possession of the said Corporation of London, and also upon the credit of the lands, ground rents, or funds to be reclaimed, bought, created, or secured, under or by virtue of the powers of the said Bill.

To repeal, alter, and amend, so far as may be necessary, all or some of the powers and provisions of the several Acts of Parliament following (that is to say): the Metropolis Local Management Act, 18 and 19 Vic., cap. 120, and the other Acts relating to the Metropolitan Board of Works; the 24 and 25 Vic., cap. 42, and other Acts, relating to the London Coal and Wine Duties Continuance Act; the 10th and 11th Vic., cap. 280; and the 13 and 14 Vic., cap. 56, and other Acts relating to the London City Improvement; the 20 and 21 Vic., cap. 197, and the other Acts relating to the conservancy of the River Thames; the 16 and 17 Vic., cap. 46, and the other Acts relating to Westminster Bridge; the 16 and 17 Vic., cap. 132, and the other Acts relating to the London, Chatham, and Dover Railway Company; the 6 and 7 Will. 4th, and the other Acts relating to the Hungerford Bridge Company; the 22 and 23 Vic., cap. 81, and other Acts relating to the Charing-cross Railway Company; the 49 Geo. 3rd, and the other Acts relating to the Waterloo Bridge Company; the 29th Geo. 2nd, cap. 86,

and the other Acts relating to Blackfriars Bridge; and also the provisions of any Act of Parliament, charter, or grant of or relating to the Corporation of the city of London, so far as may be expedient for effecting the objects and purposes of the said Act.

And notice is hereby further given, that on or before the 30th day of November instant, duplicate plans and sections of the proposed embankment, road, streets, and works, and also plans of the lands, hereditaments, and premises, in or through which the proposed works will be made, or which may be taken under the powers of the Bill, together with a Book of Reference to such places, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection, with the Clerk of the Peace for the city and liberty of Westminster, at his office in the Sessions House, Westminster; with the Clerk of the Peace for the county of Middlesex, at his office at Clerkenwell; and with the Clerk of the Peace for the city of London, at his office at the Old Bailey, in the same city; and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and Book of Reference, as relates to each of the parishes, in or through which the said embankment, street, and other works, will be made, and a copy of this notice will be deposited as follows (that is to say): as relates to such of the parishes as are situate in the city of London with the respective parish clerks of those parishes at their respective places of abode; as relates to the parish of Saint Margaret, Westminster, with the clerk of the Westminster District Board, at his office in Great Smith-street, Westminster; as relates to the parish of Saint Martin-in-the-Fields, with the clerk of the vestry of that parish, at his office at the vestry house, Saint Martin's-lane; as relates to the parishes of Saint Clement Danes, Saint Mary-le-Strand, and Saint John the Baptist, Savoy, or Precinct of the Savoy, with the clerk of the Strand District Board, at his office in Tavistock-street, Covent Garden.

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

Dated this 15th day of November, 1861.

Baxter, Rose, and Co., 6, Victoria Street, Westminster, Solicitors for the Bill.

In Parliament—Session 1862.

South Yorkshire Railway.

Extension to Hull; Power to Use Hull Dock Railways; and Powers to Manchester, Sheffield, and Lincolnshire Railway; and other Powers.

THE South Yorkshire Railway and River Dun 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 to enable them,—

1. To make and maintain the following new lines of railway, or some part or parts thereof, together with all necessary works, stations, approaches, and conveniences connected therewith—

- (1.) A railway to commence in the township of Bentley with Arksey, in the parish of Arksey, by a junction with the South Yorkshire Railway at or near Long Sandall Lock, to pass thence through or into the several parishes and places following, or some of them, that is to say: Bentley with Arksey, Arksey, Doncaster, Wheatley, Long Sandall, Kirk Sandall, Barnby-upon-Don, South or

Sand Bramwith, Kirk Bramwith, Hatfield; Stainforth, Fishlake Thorne, Snaith, Cowick, Rawcliffe, Armin, Goole, Hook, Swinesfleet, in the West Riding of the county of York; and Howden, Skelton Laxton, Saltmarsh, North Metham, Metham, Cotness, Yokefleet, Balkholme, Kilpin, Blacktoft, Staddlethorpe, Bromfleet, South Cave, Tongue, Faxfleet, Weighton, Eastrington, Ellerker, Brough, Brantingham, Brantingham Thorpe, Bloughton, Welton, North Ferriby, Ferriby, Swanland, Kirk Ella, Ella, West Ella, Tranby, and Hessle, in the East Riding of Yorkshire; and South Myton and Holy Trinity, Hull, and Kingston-upon-Hull, in the town and county of the town of Kingston-upon-Hull; and to terminate in Hull, in the said parish of Holy Trinity, at or near the point where Todman-street branches from Melbourne-street, Hessle-road.

- (2.) A short branch which will be situate in the said parishes and places of North Ferriby, Kirk Ella, South Myton, and Holy Trinity, and will commence on or near the foreshore of the River Humber by a junction with the said intended railway, at about thirty chains westward of the municipal boundary of Kingston-upon-Hull, in the said parish of North Ferriby, and terminate by a junction with the authorized line of the West Dock Railway, at or near a point marked "one furlong" on the plans deposited with the Clerk of the Peace of Kingston-upon-Hull with respect to "The Hull Docks Act, 1861," in the said parish of Holy Trinity.

- (3.) A railway to be wholly situate in the said parish of Howden, commencing by a junction with the first described railway about ten chains to the eastward of the spot where the same is intended to cross the River Ouse, and ending at or near and to the north-eastward of the spot where the road from Howden to Howden Dyke joins Holgate in the town of Howden.

2. To authorize the Company, and all other Companies and persons lawfully working and using the undertaking to be authorized or directed to be made by the Bill, to use with their engines, carriages, and servants, the railways and tramways authorized by "The Hull Docks Act, 1861," and whether belonging to the Dock Company at Kingston-upon-Hull, or appropriated or to be used by any other Company or parties, and also any railway or tramway intended to be made to connect the railways or tramways authorized or directed to be made by such Act with the tramways upon the existing quays of the Dock Company, and also the railway creek mentioned in the said Act, upon payment of such tolls and charges, and upon performance of such conditions as may be determined by agreement, or by the Bill, or by arbitration. And to authorize the Company and such other Companies and persons on the one hand, and the Dock Company at Kingston-upon-Hull on the other hand, to enter into agreements for the mutual use of their respective undertakings, and as to the payments to be respectively made by the contracting parties for such use. And the Bill will amend and enlarge for these purposes the said Act, and the other Acts relating to the said Dock Company, and will vary the tolls and charges authorized to be taken by the same Company.

3. To erect and maintain jetties or staiths, with the necessary sidings, works, and conveniences upon the banks and into the bed of the River

Humber, in the said parishes of Hesse, Kirk Ella, North Ferriby, and Holy Trinity.

For the purposes of the said railways, and the works connected therewith, it is intended by the Bill to apply for power to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, navigations, rivers, and canals, and particularly the Dutch River, and the River Ouse; to purchase lands, houses, and other property compulsorily; to levy tolls, rates, and charges, and to alter existing tolls, rates, and charges.

The Bill will also enable the Company to apply their existing funds, and any monies which they have still power to raise, to the purposes of the said railways and works, and for the same purposes to raise additional capital by shares or by stock, and by borrowing, and to attach to such shares or stock any preference or priority of dividend, and any other advantage which the Bill may define; and the Bill will alter and extinguish all existing rights and privileges which would interfere with any of the objects of the Bill.

The Bill will also authorize arrangements with the Manchester, Sheffield, and Lincolnshire Railway Company, to use, with their engines, carriages, and servants, the railways proposed to be authorized by the said Bill.

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 it will amend and enlarge the powers and provisions of the several Acts of Parliament relating to the Company, namely:—the 10 and 11 Vict., cap. 291; the 11 and 12 Vict., cap. 65; the 13 and 14 Vict., caps. 35 and 57; the 15 and 16 Vict., cap. 153; the 9 and 10 Vict., cap. 354; the 14 and 15 Vict., cap. 46; the 6 Geo. 2, cap. 9; the 12 Geo. 1, cap. 38; the 3 Geo. 2, cap. 11; the 13 Geo. 1, cap. 20; the 1 and 2 Geo. 4, cap. 46; the 7 Geo. 4, cap. 97; the 33 Geo. 3, cap. 115; the 39 and 40 Geo. 3, cap. 37; the 55 Geo. 3, cap. 65; the 11 and 12 Vict., cap. 94; the 12 and 13 Vict., cap. 75; the 33 Geo. 3, cap. 117; the 38 Geo. 3, cap. 47; the 49 Geo. 3, cap. 71; the 12 and 13 Vict., cap. 29; the 22 and 23 Vict., cap. 101; and the 24 and 25 Vict. cap. 169, and of any other Acts relating to the Company.

Duplicate plans and sections describing the lines, situation, and levels of the proposed railways, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, also a published map with the lines of railway delineated thereon, so as to shew their general course and direction; and a copy of this notice will, on or before, the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the West Riding of Yorkshire, at his office at Wakefield; with the Clerk of the Peace for the East Riding, at his office at Beverley; and with the Clerk of the Peace for the town and county of the town of Kingston-upon-Hull, at his office at Hull; 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 railways will be made, and a copy of this notice; will be deposited with the parish clerk of each such parish, at his residence; and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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

Dated this 15th day of November, 1861.

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

In Parliament.—Session 1862.

South Yorkshire Railway.

(Railways near Sheffield and Thorne; Po ers over Manchester, Sheffield, and Lincolnshire Railway; Closing Road at Hexthorpe.)

THE South Yorkshire Railway and River Dun 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 to enable them to make and maintain the following new lines of railway, or some part or parts thereof, together with all necessary works, stations, approaches, and conveniences connected therewith.

1. A railway commencing by a junction with the South Yorkshire Railway, near a bridge where the South Yorkshire Railway crosses over a public road from Kimberworth to Wincobank, in the township of Kimberworth and parish of Rotherham, passing through Brightside Bierlow, Sheffield, Kimberworth, Rotherham, Tinsley, and Attercliffe-cum-Darnall, and terminating by a junction with the Manchester, Sheffield, and Lincolnshire Railway, in the township of Attercliffe-cum-Darnall, and parish of Sheffield, at or near Woodbourne House.

Also a junction curve from the same proposed railway, at a point about three furlongs north-eastward of the last-named junction, to form a junction with the Manchester, Sheffield, and Lincolnshire Railway, about three furlongs to the east of the aforesaid junction.

A railway commencing by a junction with the South Yorkshire Railway near Long Sandall Lock, in the township of Bentley-with-Arksey, in the parish of Arksey, passing through Arksey, Doncaster, Wheatley, Bentley-with-Arksey, Long Sandall, Kirk Sandall, Barnby-upon-Don, South or Sand Bramwith, Kirk Bramwith, Hatfield, Stainforth, Fishlake, Thorne, and terminating by a junction with the same railway, at or near a certain bridge over the Stainforth and Keadby Canal, called Maude's Bridge, in the township and parish of Thorne.

All the said works will be in the West Riding of Yorkshire.

The Bill will enable the Company to purchase lands, houses, and other property compulsorily, and to levy tolls, rates, and charges, and to alter existing tolls, rates, and charges.

It will also enable the Company to apply their existing funds, and any monies which they have still power to raise, to the purposes of the said railways and works, and for the same purposes to raise additional capital by shares or by stock, and by borrowing, and to attach to such shares or stock any preference or priority of dividend and any other advantage which the Bill may define.

The Bill will enable the Company and all Companies and persons lawfully using the railways of the Company to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon, or settled by arbitration all or any part of the respective railways after mentioned, together with the stations, watering places, booking offices,

warehouses, landing places, sidings, works, and conveniences, connected therewith respectively (that is to say):

1st. The Manchester, Sheffield, and Lincolnshire Railway, from the junction therewith of the intended railway, firstly hereinbefore described, to their stations at Sheffield, including the use of those stations.

2nd. The branch or siding from the Manchester, Sheffield, and Lincolnshire Railway to the Canal Basin upon the Sheffield Canal; to pass and re-pass, and make sidings and junctions for using the Company's canal, basin, and wharves, and property there.

And it will require the Manchester, Sheffield, and Lincolnshire Railway Company to receive, book through, forward, accommodate, and deliver, on and from the beforementioned portions of their undertaking, and at the stations, warehouses, and booking-offices thereof, all traffic of whatever description coming from or destined for the undertaking of the Company, upon such terms and conditions as may be agreed upon, or failing such agreement, as shall be settled by arbitration, and if need be, to alter and vary the tolls and charges which the said Manchester, Sheffield, and Lincolnshire Railway Company may receive and take upon their undertakings, and to confer exemptions from such tolls and charges.

The Bill will authorize the Company permanently to close a public road and footpath in the township of Hexthorpe, and parish of Doncaster, crossing the Hexthorpe Coal Yard of the Company; and to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, navigations, rivers, streams, and watercourses, so far as may be necessary, in constructing or maintaining the said railways, or the works connected therewith.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects; and it 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 it will amend and enlarge the powers and provisions of the several Acts of Parliament 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; 22 and 23 Vict., cap. 101; the 24 and 25 Vict., cap. 169, and any other Acts relating to that Company; also the 12 and 13 Vict., cap. 81, and any other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company.

Duplicate plans and sections describing the lines, situations, and levels of the proposed new lines of railway, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; also a published map, with the lines of railway delineated thereon, so as to shew their general course and direction; and a copy of this Notice will on or before the 30th day of November instant be deposited for public inspection with the Clerk of the Peace for the 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 parish, in or through which the said railways will be made, and a copy of this notice, will be deposited with the parish clerk of

each such parish at his residence, and in the case of any extra parochial place, with the clerk of some parish, immediately adjoining such extra parochial place, at his place of abode.

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

Dated this 15th day of November, 1861.

Baxter, Rose, and Co.,

6, Victoria Street, Westminster.

In Parliament, Session 1862.

South Yorkshire Railway and River Dun Company.

(Transfer of Undertaking to Manchester, Sheffield, and Lincolnshire Railway Company.)

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

To enable the South Yorkshire Railway and River Dun Company (hereinafter called the South Yorkshire Company) to grant a lease of, or to sell and to enable the Manchester, Sheffield, and Lincolnshire Railway Company (hereinafter called the Sheffield Company), to accept a lease of, or to purchase the undertaking of the South Yorkshire Company, and all the lands and other property, whether real or personal, and all the powers, rights and privileges, duties and liabilities of the South Yorkshire Company, and the benefit of all covenants or agreements entered into with the same Company, or on their behalf; and the Bill will enable the Sheffield Company to exercise and enjoy all such rights, powers, and benefits, and especially the power of levying tolls and other charges.

It is intended that the said lease or sale shall apply, not only to the existing undertaking, property, rights, and powers of the South Yorkshire Company vested in them, either severally or jointly with any other Companies or persons, but also to any extension of the same which the said Company may acquire.

The Bill will confirm any agreement 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:

The Bill will enable both Companies, or either of them, to raise additional capital by shares or stock and by loan; and to attach to the shares or stock so raised, any preference or priority of dividend or interest over the existing shares or stock of the Companies respectively; and it will enable the Sheffield Company to apply their funds and revenue to the discharge of the rent or other payments reserved by the intended lease or prescribed by the Bill, and will vary all existing rights and privileges whether of ordinary or preference shareholders, mortgagees, or other persons or bodies, so far as may be necessary for the purposes of the Bill.

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 South Yorkshire Railway and River Dun Company and their undertaking, namely (local and personal): 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; 22 and 23 Vict., cap. 101; and the 24 and 25 Vict., cap. 169; 6 Geo.

2nd, cap. 9; 12 Geo. 1st, cap. 38; 13 Geo. 2nd, cap. 11; 13 Geo. 1st, cap. 20; 1 and 2 Geo. 4th, cap. 46; 7 Geo. 4th, cap. 97; and the other Acts relating to the River Dun navigation; the 33 Geo. 3rd, cap. 115; 39 and 40 Geo. 3rd, cap. 37; and the other Acts relating to the Dearne and Dove Canal; the 55 Geo. 3rd, cap. 65; 11 and 12 Vict., cap. 94; 12 and 13 Vict., cap. 75; and the other Acts relating to the Sheffield Canal: the 33 Geo. 3rd, cap. 117; 38 Geo. 3rd, cap. 47; 49 Geo. 3rd, cap. 71; 12 and 13 Vict., cap. 29; and the other Acts relating to the Stainforth and Keadby Canal; also of the several Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company, namely, "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 144; 16 and 17 Vict., caps. 52 and 145; 18 and 19 Vict., caps. 91 and 129; 21 and 22 Vict., caps. 75 and 113; 22 and 23 Vict., cap. 5; and 24 and 25 Vict., cap. 186; and any other Acts relating to that Company; also "The Trent, Ancholme, and Grimsby Railway Act, 1861" (24 and 25 Vict., cap. 156); and also "The Barnsley Coal Railway Act, 1861" (24 and 25 Vict., cap. 165).

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

Dated this 15th day of November, 1861.

Baxter, Rose, and Co.,

6, Victoria-street, Westminster.

In Parliament—Session 1862.

Radstock and Keynsham Railway.
(Incorporation of Company for making Railway, and Branches therefrom; Powers to the Great Western Railway Company.)

IT is intended to apply to Parliament, in the next session thereof, for leave to bring in a Bill to incorporate a Company (herein referred to as "The Company"); and to enable them to make and maintain the railways hereinafter mentioned, or some or one of them, or some part or parts thereof, with all needful works, stations, approaches, and conveniences connected therewith respectively; that is to say:

1. A railway (herein referred to as "The Main Line"), to commence by a junction with the existing Radstock Branch of the Great Western Railway, in the parish of Radstock, at a point about 132 yards south of the Weigh Bridge, on the eastern or up line of rails in the Radstock Station, to pass thence through or into the several parishes and places following, or some of them (that is to say): Radstock, Midsomer Norton, Welton, Paulton, Binegar, Ston Easton, Farrington Gournay, High Littleton, Hallatrow, Clutton; Chelwood, Houndstreet, Marksbury, Compton Dando, Burnet, Chewton Keynsham, and Keynsham, and to terminate in the said parish of Keynsham by a junction or junctions with the main line of the Great Western Railway at the east end of the bridge which carries the Great Western Railway over the River Chew, immediately adjoining to, and east of, the Keynsham Station.

2. A branch railway (herein referred to as the Writhlington Branch) to commence by a junction with the main line, at or near the junction of that line with the Radstock Branch, in the parish of Radstock, to pass thence through or into the parishes and places following, or some of them (that is to say): Radstock, Writhlington, Camerton, and Wellow, and to terminate in the said parish of Writhlington, in a pasture field num-

bered 18. on the tythe map of that parish, and called Home Mead and Conygarth, belonging to the Rev. Thomas R. Joliffe, and in the occupation of Charles G. Bince.

3. A branch railway or tramway to commence from and out of the Writhlington Branch, at or near the termination of that branch, to pass through or into the parishes and places following; or some of them (that is to say): Writhlington, Camerton, and Wellow, and to terminate in the said parish of Wellow, at the Braysdown Colliery.

4. A branch railway (herein referred to as the Hallatrow Branch) to commence in the said parish of Clutton, by a junction with the main line in a pasture field, numbered 70, on the Tythe Map of said parish, and called Hill Meadow, belonging to the Earl of Warwick and in the occupation of Thos. Lippiatt, to pass through or into the following parishes and places, or some of them (that is to say): Clutton, High Littleton, Hallatrow, Paulton, Timsbury, Radford, and Camerton, and to terminate in the said parish of Camerton, in a pasture field, numbered 161a on the tythe map of the said parish, and called Boxbury and Furlong Summer Leaze, belonging to John Jarrett, and in the occupation of George Gibbons.

5. A branch railway or tramway to commence from out of the Hallatrow Branch, in the said parish of Timsbury, in a pasture field in the said parish, numbered 417 on the tythe map of the said parish, and called Knobbers, belonging to Bartholomew Smith, and in the occupation of Peter Rawlings, to pass through or into that parish and the said parish of High Littleton and to terminate at the works of the Hayes Wood Colliery.

The said railways and tramways will be wholly situate in the county of Somerset.

And it is also proposed by the said Bill to apply for the following, among other powers:

To cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, navigations, rivers, streams, and water-courses, so far as may be necessary in constructing or maintaining the said railways and tramways and the works connected therewith:

To purchase lands, houses, and other property, compulsorily, for the purposes of the said intended railways, tramways, and works, and to levy tolls, rates, and charges in respect thereof:

To authorize the Great Western Railway Company to contribute towards the cost of constructing the intended railways, tramways, 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 their existing and authorized capital, and to enable the said Great Western Railway Company to hold shares in the capital of the Company, and to guarantee the payment of interest or dividend upon the said capital, or any part thereof:

To enable the Company, on the one hand, and the said Great Western Railway Company, on the other hand, from time to time to enter into agreements with respect to the working, use, management, and maintenance of the said intended railways, tramways, and works, or any part or parts thereof respectively; the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic on the intended railways and tramways; the payments to be made, and the conditions to be performed with respect to such working, use, management, and maintenance; the interchange, accommodation, and conveyance of traffic, coming from, or destined for, the respective

undertakings of the contracting Companies; and the division and appropriation of the revenue arising from that traffic; and to authorize the appointment of joint Committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which prior to the passing of the Bill, may be made, touching any of the matters aforesaid.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary 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;" and it will amend and enlarge the powers and provisions of the several Acts following, and of any other Acts relating to the Great Western Railway Company; namely: 5 and 6 Wm. 4, cap. 107; 6 Wm. 4, caps. 36, 38, 77, and 79; 1 Vict., caps. 91 and 92 (1837), and 24 and 26 (1838); 2 Vict., cap. 27; 3 Vict., cap. 47; 3 and 4 Vict., cap. 105; 4 and 5, Vict., cap. 41; 5 Vict., cap. 28; 6 Vict., cap. 10; 7 Vict. cap. 3; 7 and 8, Vict., cap. 68; 8 and 9 Vict., caps. 40, 53, 155, 156, 184, 188, 190, and 191; 9 Vict., cap. 14; 9 and 10 Vict., caps. 166, 181, 236, 239, 240, 278, 313, 315, 335, 337, 338, 369, and 402; 10 and 11 Vict., caps. 60, 72, 76, 91, 101, 109, 149, 154, 226, and 242; 11 and 12 Vict., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 138, 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; 23 and 24 Vict., cap. 69; and the 24 and 25 Vict., caps. 36 and 204.

Duplicate plans and sections describing the lines, situation, and levels of the proposed railways and tramways, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; also a published map with the lines of railway and of the tramways delineated thereon, so as to shew their general course and direction; and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the said county of Somerset, at his office at Wells; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish, in or through which the said railways and tramways will be made, and a copy of this notice will be deposited with the parish clerk of each parish, at his residence; and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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

Dated this 9th day of November, 1861.

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

W. Rees Mogg,
Temple Cloud, near Bristol,
Solicitors for the Bill.

In Parliament.—Session 1862.

Weymouth and Portland Railway, and Extension of Wilts, Somerset, and Weymouth Railway to Harbour.

(Incorporation of Company for making Railway from Weymouth to Isle of Portland with Extension to Wilts, Somerset, and Weymouth Railway, and extending Wilts, Somerset, and Weymouth Railway to Harbour; Powers to Great Western and London and South-Western Railway Companies).

IT is intended to apply to Parliament in the next Session thereof, for leave to bring in a Bill to incorporate a Company (herein referred to as "The Company"), and to enable them to make and maintain the railways hereinafter mentioned, or some or one of them, or some part or parts thereof, with all needful works, stations, approaches and conveniences connected therewith respectively, that is to say:

1. A railway, to commence in the parish of Wyke Regis, at or near the west end of the Wooden Bridge, over the Backwater, to pass thence along Chesil Bank, to the Isle of Portland, and to terminate in the said Isle, at or near a point about 45 yards west of the Victoria Lodge Inn.

2. A railway to connect the said intended railway with the Wilts, Somerset, and Weymouth Railway, to commence by a junction with the said intended railway at the commencement thereof in the said parish of Wyke Regis, and to terminate in the parish of Melcombe Regis, by a junction with the Wilts, Somerset, and Weymouth Railway (now forming part of the Great Western Railway), at or near a point about 170 yards north of the Great Western Goods Shed.

3. A railway or tramway to commence by a junction with the said secondly intended railway and the Great Western Railway, at or near the junction of the railway secondly hereinbefore described, with the said Great Western Railway, and to terminate at or near the toll house on the Pile Pier, in the said parish of Melcombe Regis.

4. A branch railway or tramway in the said Isle of Portland, to commence by a junction with the railway firstly hereinbefore described at its termination, and to terminate at or near the foot of the inclined plane of an existing tramway near to and westward of an inn called the Jolly Sailor.

The said intended railways and tramways, will be made and pass through or into the parishes and places following, or some of them, that is to say:—Weymouth, Wyke Regis, Melcombe Regis, Radipole, and the Isle of Portland, all in the county of Dorset.

And it is also proposed by the said Bill to apply for the following, or some of the following, among other powers:

To cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, navigations, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railways and works.

To purchase lands, houses, and other property, compulsorily, for the purposes of the said intended railways and works, and to levy tolls, rates, and charges in respect thereof; and to alter existing tolls, rates, and charges.

To authorize the Great Western Railway Company and the London and South Western Railway Company or either of those Companies to contribute towards the cost of constructing the intended railways 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 their existing and authorized capital, and to enable the said Companies to hold shares in the capital of the Company, and to guarantee the payment of interest or dividend upon the said capital, or any part thereof.

To enable the Company, on the one hand, and the said Great Western and London and South-Western Railway Companies, or either of them, on the other hand, from time to time to enter into agreements with respect to the working, use, management, and maintenance of the said intended railways and works, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic on the railways; the payments to be made, and the conditions to be performed with respect to such working, use, management, and maintenance, the interchange, accommodation and conveyance of traffic coming from, or destined for, the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic; and to authorize the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which prior to the passing of the Bill may be made touching any of the matters aforesaid.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects; and it will incorporate with itself the necessary 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;" and it will amend and enlarge the powers and provisions of the following, and of any other Acts relating to the Great Western Railway Company, namely:—5 and 6 Wm. 4, cap. 107; 6 Wm. 4, caps. 36, 38, 77, and 79; 1 Vict., caps. 91 and 92 (1837), and 24 and 26 (1838); 2 Vict., cap. 27; 3 Vict., cap. 47; 3 and 4 Vict., cap. 105; 4 and 5 Vict., cap. 41; 5 Vict., cap. 28; 6 Vict., cap. 10; 7 Vict., cap. 3; 7 and 8 Vict., cap. 68; 8 and 9 Vict., caps. 40, 53, 155, 156, 184, 188, 190, and 191; 9 Vict., cap. 14; 9 and 10 Vict., caps. 166, 181, 236, 239, 240, 278, 313, 315, 335, 337, 338, 369, and 402; 10 and 11 Vict., caps. 60, 72, 76, 91, 101, 109, 149, 154, 226, and 242; 11 and 12 Vict., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 138, and 159; 13 Vict., caps. 6 and 7; 13 and 14 Vict., cap. 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 20 Vict., caps. 1, 64, and 120; 23 and 24 Vict., cap. 69; and the 24 and 25 Vict., caps. 36 and 204; and also of the following, and of any other, Acts relating to the London and South Western Railway Company, namely:—the 4 and 5 Will. 4, 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. 3, 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.

Duplicate plans and sections describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; also a published map with the lines of railway delineated thereon, so as to show their general course and direction, and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Dorset, at his office at Sherborne; 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 intended works will be made; and a copy of this notice will be deposited with the parish clerk of each such parish at his residence; and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place at his place of abode.

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

Dated this 9th day of November, 1861.

Baxter, Rose, and Co., 6, Victoria-street, Westminster, Solicitors for the Bill.

In Parliament—Session 1862.

Wycombe Railway.

(Amendment or Consolidation of Acts, Additional Powers as to Capital, &c.)

THE Wycombe 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 to amend and enlarge the powers and provisions of the several Acts of Parliament relating to the Company, namely, of "The Wycombe Railway Act, 1846;" "The Wycombe Railway Amendment Act, 1852;" "The Wycombe Railway Extension Act, 1857;" and "The Wycombe Railway (Extensions to Oxford and Aylesbury) Act, 1861;" or to repeal, alter, and consolidate the said Acts. And the said Bill will, amongst other things, enable the Company—

To cancel any shares created by the Act of 1846 and the Act of 1852, or either of them, whether issued or unissued, and to create and issue other shares instead of those to be cancelled, or any shares in the Company which have been forfeited, such new shares to be issued upon such terms and conditions, and with such preference or priority of dividend or interest, and other advantages, as the Bill may define or Parliament prescribe:

To alter, regulate, and define the share capital and borrowing powers of the Company, and to confirm any arrangement made by the Company with respect to an advance of money to them in consideration of a rentcharge, and to make provision with respect to the debts and liabilities of the Company:

To attach to all or some of the shares created

for the purposes of the extension to Thame, and of the extensions to Oxford and Aylesbury, the benefits arising under the respective agreements with the Great Western Railway Company with respect to those extensions :

To enable the shareholders for the time being, entitled to the rents secured by the respective agreements with the Great Western Railway Company, to agree amongst themselves for the surrender of any particular advantages, to which those shareholders may be respectively entitled under those agreements, or any or either of them, or under any of the before-mentioned Acts, in consideration of a preference or priority of dividend or interest, and other advantages being attached to the shares, held or to be held by the said shareholders :

To vary and extinguish all existing rights and privileges, which would in any wise impede or interfere with any of the objects of the Bill.

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

Dated this 9th day of November, 1861.

Baxter, Rose, and Co., 6, Victoria-street, Westminster, Solicitors to the Bill.

In Parliament—Session 1862.

Trent, Ancholme, and Grimsby Railway.

(Further Powers to Manchester, Sheffield, and Lincolnshire Railway, and to South Yorkshire Railway and River Dun Companies.)

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

To enable the Manchester, Sheffield, and Lincolnshire Railway Company, and the South Yorkshire Railway and River Dun Company, severally or jointly, and in such proportions as may be agreed on, or as the Bill may define, to contribute the whole or any part of the capital authorized to be raised by "The Trent, Ancholme, and Grimsby Railway Act, 1861," (24 and 25 Vict., cap. 156), and to purchase and acquire any shares of the said capital already issued, and to take upon themselves the liability to any mortgages or other securities issued, or to any debts incurred by the Company incorporated by the said Act, or legally affecting the undertaking authorized by the same Act.

To enable the said two Companies to apply their existing capitals and to raise additional capital by shares or loan, for the purpose of such contribution or purchase, or for the other purposes of the Bill ; and to attach to any shares which they may issue any preference or priority of dividend or interest or other advantage over the existing shares in the respective capitals of the Companies.

To vest in the said two Companies, or one of them and either, for a term of years, or in perpetuity, the undertaking, property, rights, powers, and liabilities of the Trent, Ancholme, and Grimsby Railway Company, and among them the power of completing the said undertaking, and levying tolls for the use thereof ; and to enable the said two Companies to appoint joint Committees and officers and servants, for the conduct of the said undertaking ; and to dissolve the Trent, Ancholme, and Grimsby Railway Company.

To confirm or (with the consent of the parties thereto), to vary any agreement subsisting between the said two Companies, and Charles Winn, Esq., and Messrs. William Henry Dawes and George Dawes, with respect to the said undertaking or to

the shares therein, and particularly an agreement between the said parties, bearing date the 2nd day of August, 1861.

The Bill will vary, amend, and enlarge the powers and provisions of the following Acts, namely, "The Trent, Ancholme, and Grimsby Railway Act, 1861," (24 and 25 Vict., cap. 156) ; the 12th and 13th Vict., cap. 81 ; 13 and 14 Vict., cap. 94 ; 14 and 15 Vict., cap. 114 ; 15 and 16 Vict., caps. 83 and 144 ; 16 and 17 Vict., caps. 52 and 145 ; 18 and 19 Vict., caps. 91 and 129 ; 21 and 22 Vict., caps. 75 and 113 ; 22 and 23 Vict., cap. 5 ; 24 and 25 Vict., cap. 186 ; and any other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company ; and the 10th and 11th Vict., cap. 291 ; 11 and 12 Vict., cap. 65 ; 13 and 14 Vict., caps. 35 and 57 ; 15 and 16 Vict., cap. 153 ; 22 and 23 Vict., cap. 101 ; the 24 and 25 Vict., cap. 169 ; and any other Acts relating to the South Yorkshire Railway and River Dun Company.

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

Dated this 15th day of November, 1861.

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

Llynvi Valley Railway.

(Regulation and Increase of Capital ; New Shares ; Conversion of Shares into Stock ; Borrowing Powers ; Amendment of Act, &c., and other Purposes.)

NOTICE is hereby given, that the Llynvi Valley Railway Company intend to apply to Parliament in the ensuing 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 to such an extent as may be necessary by the creation of new shares or stock, and by borrowing further sums of money on the security of the Company's undertaking, or by either of such means.

To authorize the assigning to any of such new shares or stock, such guaranteed dividend or dividends, and such preferences, priorities, or privileges in the payment of dividends, or otherwise, as may be agreed upon, or as may be provided for by or under the provisions of such proposed Act.

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 empower the Company to create and issue shares or stock bearing a preference, or guaranteed, and fixed and perpetual yearly dividend in priority to all other shares or stock in the Company, in lieu of or in substitution for, the whole or any part of the mortgage or bond debt of the Company ; such conversion to take place by agreement with the holders of mortgages or bonds before the same respectively become due, or by paying off the same respectively when due ; and issuing such shares or stock instead of re-borrowing, and to enable the Company in lieu of creating and issuing shares and stock as aforesaid, to create and grant perpetual annuities in lieu or in redemption of any such mortgages or bonds respectively.

To alter, amend, enlarge, and repeal some or all of the provisions contained in "The Llynvi Valley Railway Act, 1855."

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

Dated this 15th day of November, 1861.

Baxter, Rose, and Co., No. 6, Victoria-street, Westminster, Solicitors.

In Parliament.—Session 1862.

West Riding, Hull and Grimsby Railway.

(Incorporation of Company for making railways from Wakefield to South Yorkshire Railway at Barnby-upon-Don, with branches; Use of Leeds Central Railway Station, Bradford Wakefield, and Leeds and Leeds Bradford and Halifax Junction Railways, and Lancashire and Yorkshire Railway, between Bowling and Halifax; Contributions by Manchester Sheffield and Lincolnshire, and South Yorkshire Railway Companies; Traffic arrangements with them and other Companies.)

IT is intended to apply to Parliament, in the next session thereof, for leave to bring in a Bill to incorporate a Company (herein referred to as "The Company"), and to enable them to make and maintain the railways hereinafter mentioned, or some or one of them, or some part or parts thereof, with all needful works, stations, approaches, and conveniences connected therewith respectively; that is to say:—

1. A railway to commence in the parish of Wakefield, by a junction with the Bradford, Wakefield and Leeds Railway, at or near the point where the railway crosses the Wakefield and Denby Dale turnpike road; to pass thence through or into the several parishes and places following, or some of them; that is to say:—Wakefield, Thornes, Sandal Magna, Walton, Heath, Crofton, Winterset, Wragby, Foulby, Ryhill, Nostell, West Hardwick, Hill Top, Hessele, Ackworth, Hemsworth, Hiendley, Badsworth, Upton, North Elmsall, South Elmsall, South Kirkby, Skelbrooke, Hooton Pagnell, Hampole, Hamphall Stubbs, Adwick-le-Street, Brodsworth, Burghwallis, Owston, Sutton, Campsall, Doncaster, Tilts, Langthwaite with Tilts, Kirk Sandal, Trumfleet, Thorpe in Balne, Barnby upon Don, Long Sandal, Arksey, Stainforth, Bramwith Field, South Bramwith, otherwise Sand Bramwith, Hatfield, Bentley, and Bentley with Arksey, and to terminate in the said parish of Barnby-upon-Don, by a junction or junctions with the South Yorkshire Railway, at or near a bridge over the River Dun Navigation Canal, called North Field Bridge.

2. A branch railway to commence by a junction with the said intended main line of railway in the said parish of Barnby-upon-Don, at or near a field belonging to Philip Bryan Davies Cooke, Esquire, and in the occupation of Joseph Denby, and abutting upon the Marsh-road; to pass thence through or into the parishes and places following, or some of them, that is to say:—Barnby-upon-Don, Thorpe-in-Balne, South Bramwith, otherwise Sand Bramwith, Staniforth, and Hatfield, and to terminate in the said parish of Hatfield, at or near a place called Park Wood, otherwise Hags Wood.

3. A branch railway to commence by a junction with the said intended main line of railway in the said parish of Owston, at or near a certain field belonging to Elizabeth Amory, and in the occupation of Hannah Ackroyd, abutting on a

stream, known as Old Ea Beck, to pass thence through or into the several parishes and places following, or some of them; that is to say:—Owston, Skellow, Adwick-le-Street, Brodsworth Tilts, Langthwaite with Tilts, Bentley, Bentley with Arksey, Arksey, Almhole, and Doncaster, and to terminate in the said parish of Doncaster, by a junction with the South Yorkshire and Great Northern Railways, near a street called Marshgate.

4. A branch railway to commence by a junction with the said intended main line of railway in the said parish of Sandal Magna, at or near a certain field belonging to the Reverend John Urquhart, and in the occupation of Robert Hartley, abutting on Sandal Park, to pass thence through or into the parishes and places of Sandal Magna and Walton, or one of them, and to terminate in the said parish of Sandal Magna, by a junction with the Midland Railway, at a point about 330 yards north of the public road passing under the same railway, and leading to the village of Walton.

5. A branch railway to commence by a junction with the said intended main line of railway in the said parish of Sandal Magna, at or near a field belonging to Charles Waterton, Esquire, and in the occupation of Edward Crossland, and abutting upon a place called Hare Park High Wood, and to pass thence through or into the several parishes and places following, or some of them; that is to say:—Sandal Magna, Walton, and Crofton, and to terminate in the said parish of Crofton, by a junction with the Lancashire and Yorkshire Railway, at or near the point where that Railway passes under the Midland Railway.

The said intended railways will be wholly situate in the West Riding of Yorkshire.

And it is also proposed by the said Bill to apply for the following, or some of the following, among other powers:

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

To enable the Company, and all Companies and persons lawfully using the railways, of the Company, to use and run over with their engines and carriages of every description, and with their clerks, officers, and servants, upon such terms and conditions, and on payment of such tolls, rents, and other charges, as may be agreed upon, or settled by arbitration, the Leeds Central Railway Station, and the railways immediately connected therewith, the Bradford Wakefield and Leeds Railway, and the Leeds Bradford and Halifax Junction Railway, and so much of the Lancashire and Yorkshire Railway, as lies between Bowling Junction and Halifax, including the stations of the Lancashire and Yorkshire Railway Company, and of the Leeds Bradford and Halifax Junction Railway Company at Halifax, together with the stations, watering places, booking offices, warehouses, landing places, sidings, works and conveniences, connected with such railways and portions of railway respectively.

To require the Companies or persons owning or working the said railways respectively, to receive, book through, forward, accommodate, and deliver, on and from the said railways, and at the stations, warehouses, and booking office

thereof, all traffic of whatever description, coming from, or destined for, the undertaking of the Company, upon such terms and conditions as may be agreed upon, or, failing such agreement, as shall be settled by arbitration; and if need be, to alter the tolls and charges which the said Companies may respectively receive and take upon their respective undertakings, and to confer exemptions from such tolls and charges.

To authorize the Manchester Sheffield and Lincolnshire, and the South Yorkshire Railway and River Don Companies, or either of them, to contribute towards the cost of constructing the intended railways 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 advantages, over their existing and authorized capital; and to enable those Companies, or any of them, to hold shares in the capital of the Company, and to guarantee the payment of interest or dividend upon the said capital, or any part thereof.

To enable the Company on the one hand, and the Manchester Sheffield and Lincolnshire, the South Yorkshire Railway and River Don, the Bradford Wakefield and Leeds, Bradford and Halifax Junction Railway Companies, or any one or more of them, on the other hand, to enter into agreement with respect to the working, use, management, and maintenance of the said intended railways and works, or any part or parts thereof respectively; the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic on the said railways; the payments to be made, and the conditions to be performed with respect to such working, use, management, and maintenance; the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting parties; and the division and appropriation of the revenue arising from that traffic; and to authorize the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which, prior to the passing of the Bill, may be made, touching any of the matters aforesaid.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and may vary the tolls and charges authorized to be taken by the Bradford Wakefield and Leeds, Leeds Bradford and Halifax Junction, and Lancashire and Yorkshire Railway Companies,

The Bill will incorporate with itself the necessary 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;" and it will amend and enlarge the powers and provisions of the several Acts (local and personal) following, and of any other Acts relating to the before-mentioned Companies (that is to say: The Manchester Sheffield and Lincolnshire Railway Act, 1849; 12 and 13 Victoria, cap. 81); the 13 and 14 Victoria, cap. 94; the 14 and 15 Victoria, cap. 114; the 15 and 16 Victoria, caps. 88 and 144; the 16 and 17 Victoria, caps. 52 and 145; the 18 and 19 Victoria, caps. 91 and 129; the 21 and 22 Victoria, caps. 75 and 113; the 22 and 23 Victoria, cap. 5; and the 24 and 25 Victoria, cap. 86, relating to the Manchester Sheffield and Lincolnshire Railway Company; of the 10 and 11 Victoria, cap. 291; the 11 and 12 Victoria, cap. 65; the 13 and 14 Victoria,

caps. 35 and 57; the 15 and 16 Victoria, cap. 153; the 9 and 10 Victoria, cap. 354; the 14 and 15 Victoria, cap. 46; the 6 George II., cap. 9; the 12 George I., cap. 38; the 13 George II., cap. 11; the 13 George I., cap. 20; the 1 and 2 George IV., cap. 46; the 7 George IV., cap. 97; the 33 George III., cap. 115; the 39 and 40 George III., cap. 37; the 55 George III., cap. 65; the 11 and 12 Victoria, cap. 94; the 12 and 13 Victoria, cap. 75; the 33 George III., cap. 117; the 38 George III., cap. 47; the 49 George III., cap. 71; the 12 and 13 Victoria, cap. 29; the 22 and 23 Victoria, cap. 101; and the 24 and 25 Victoria, cap. 169, relating to the South Yorkshire Railway and River Don Company; of the 17 and 18 Victoria, cap. 160; the 22 and 23 Victoria, cap. 71; the 23 and 24 Victoria, cap. 167; the 24 and 25 Victoria, cap. 28, relating to the Bradford Wakefield and Leeds Railway Company; the 15 and 16 Victoria, cap. 118; the 16 and 17 Victoria, cap. 111; the 17 and 18 Victoria, cap. 162; the 18 and 19 Victoria, cap. 13; the 22 and 23 Victoria, cap. 111, and the 24 and 25 Victoria, cap. 60, relating to the Leeds Bradford and Halifax Junction Railway Company, and also the Act 11 and 12 Victoria, cap. 71, and the other Acts relating to the Leeds Central Railway Stations, and the railways immediately leading thereto, or connected therewith; and also the Act, 6 and 7 William IV., cap. 111; the West Riding Union Railway Act, 1846, and the other Acts relating to the Lancashire and Yorkshire Railway Company.

Duplicate plans and sections describing the lines, situation and levels of the proposed new lines of railway, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; also a published map with the lines of railway delineated thereon, so as to show their general course and direction; and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the said 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 parish in or through which the said railways will be made, and a copy of this notice will be deposited with the parish clerk of each such parish at his residence; and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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

Dated this 14th day of November, 1861.

Baxter, Rose, and Co., No. 6, Victoria-street, Westminster.

Barr, Nelson, and Barr, Leeds, Solicitors for the Bill.

Wellington and Cheshire Junction Railway.

(Incorporation of Company: Railways from Wellington to Market Drayton, and from Nantwich to Northwich; Powers to and over neighbouring Railway Companies.)

IT is intended to apply to Parliament in the next session thereof for leave to bring in a Bill to incorporate a Company (herein referred to

as "The Company,") and to enable them to make and maintain the railways hereinafter mentioned, or some or one of them, or some part or parts thereof, with all needful works, stations, approaches and conveniences connected therewith respectively, that is to say :

Railway No. 1.

A railway entirely in Shropshire, commencing at a point on that part of the Shrewsbury and Birmingham Railway which lies between Wellington and Shrewsbury, 4 chains or thereabouts to the west of the bridge which immediately adjoins the Admaston Station, in the township of Admaston, in the parish of Wrockwardine, passing through the parishes, townships, extra-parochial and other places following, or some of them, that is to say, Wellington, Wrockwardine, Admaston, Eyton, Longlane, Bratton, Rushmoor, Allscott, Longdon-upon-Tern, High Ercal, otherwise Ercal Magna, Sleaf, Tern, Crudgington, Moortown, Rowton, Kinnersley, Cold Hatton, Stanton, Waters Upton (parish or district), High Hatton, Ellerdine, Little Bolas, Great Bolas, Childs Ercal, Peplow, Hodnet, Wollerton, Stanton, Losford, Stoke-upon-Tern, Eaton, Ollerton, Stoke, Sutton, Drayton Magna, Drayton Parva, Betton, Hinstock, Longslow, Moreton Say, Longford, and Drayton in Hales, otherwise Market Drayton, or some of them, and terminating by a junction with the authorized line of the Nantwich and Market Drayton Railway, at the terminus of the said railway, in a field immediately adjoining to and to the eastward of the public road leading from Market Drayton to Adderley, which field is numbered 45 in the parish of Drayton in Hales, otherwise Market Drayton, upon the plans deposited at the office of the Clerk of the Peace for Shropshire, with relation to "The Nantwich and Market Drayton Railway Act, 1861."

Railway No. 2.

A railway entirely in Cheshire, commencing at a point upon the authorized line of the Nantwich and Market Drayton Railway, six furlongs and a half, or thereabouts, from the commencement of the said railway as shown upon the said deposited plans, and in a field immediately adjoining to and on the north side of the public road leading from Nantwich to Whitchurch, which field is numbered 28, in the parish of Acton, on the said deposited plans, passing through the parishes, townships, or places following, or some of them: Edleston or Edlaston, Nantwich, Acton, Alvaston, Henhull, Wistaston, Beam Heath, Willaston, Woolstanwood Worleston, Coppenhall, Church Coppenhall, Monks Coppenhall, Bradfield Green, Church Minshull, Minshull Vernon, St. Peter Leighton, Warmingham, Occleston, Sutton, Newton, Middlewich, Kinderton or Kinderton-cum-Hulme, Over, Croxton, Byley-cum-Yatehouse, Bostock, Ravenscroft, Whatcroft, Stublach, Newall, Shurlach, Shipbrook, Davenham, Rudheath, Witton-cum-Twambrooks, Lostock Gralam, Northwich, Witton, Great Budworth, or some of them, and terminating by a junction with the authorized line of the Cheshire Midland Railway, in a field numbered 65, in the township of Lostock Gralam, in the said parish of Great Budworth, in Cheshire, on the plans deposited with the Clerk of the Peace for Cheshire, with relation to the Cheshire Midland Railway Act.

Railway No. 3.

A railway entirely in the township of Witton-cum-Twambrooks, in the said parish of Great Budworth, commencing out of the before-mentioned railway No. 2, in a field known as the

"Big Field," adjoining to and on the east side of the public road, and called "Penny's Lane," owned by the trustees under the will of the late Joseph Lea and Ann Lea, and occupied by John Norton, in the township of Witton-cum-Twambrooks, and terminating by a junction with the authorized line of the Cheshire Midland Railway at the terminus of the said railway in a field numbered 12 in the township of Witton-cum-Twambrooks upon the plans deposited with the Clerk of the Peace for Cheshire, with relation to "The Cheshire Midland Railway Act, 1860."

And it is also proposed by the said Bill to apply for the following, or some of the following among other powers:—

To cross, divert, alter or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, navigations, rivers, streams, and water-courses, so far as may be necessary in constructing or maintaining the said railways, or the works connected therewith.

To purchase lands, houses and other property compulsorily for the purposes of the said intended railways and works, and to levy tolls, rates and charges in respect thereof, and to alter existing tolls, rates, and charges. To enable the Company and all Companies and persons lawfully using the railways of the Company to run over and use with their engines and carriages of every description, and with their clerks, officers and servants, upon such terms and conditions, and on payment of such tolls, rates and charges as may be agreed upon or settled by arbitration, all or any part of the respective railways after mentioned, together with the stations, watering places, booking offices, warehouses, landing places, sidings, works and conveniences connected therewith respectively, that is to say:—so much of the Shrewsbury and Birmingham Railway, whether belonging to the Great Western Railway Company, or the Shropshire Union Railway Company, severally or jointly, as lies between the intended commencement of the first herein-described railway and the station of the said Company or Companies at Wellington, including the said station—the West Midland Railway, the Nantwich and Market Drayton Railway, the West Cheshire and the Cheshire Midland Railways.

To require the Companies or persons owning or working the said railways respectively, to receive, book through, forward, accommodate and deliver on and from the said railways, and at the stations, warehouses and booking-offices thereof, all traffic of whatever description coming from or destined for the undertaking of the Company, upon such terms and conditions as may be agreed upon, or failing such agreement, as shall be settled by arbitration; and if need be, to alter the tolls and charges which the said Companies may respectively receive and take upon their respective undertakings, and to confer exemptions from such tolls and charges.

To authorize the Great Western, the West Midland and the Nantwich and Market Drayton Railway Companies, or any one or more of them, to contribute towards the cost of constructing the intended railways and works, and the other purposes of the Bill, out of their corporate funds, and, if necessary, out of capital to be raised by them respectively 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 their existing and authorized capital, and to enable those Companies or any of them, to hold shares in the capital of the Company, and to guarantee the payment of interest

or dividend upon the said capital or any part thereof.

To enable the Company on the one hand, and the Great Western, the West Midland, and the Nantwich and Market Drayton Railway Companies, or any one or more of them, on the other hand, to enter into agreements with respect to the working, use, management, and maintenance of the said intended railways and works, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic on the railways, the payments to be made, and the conditions to be performed with respect to such working, use, management and maintenance, the interchange, accommodation and conveyance of traffic coming from or destined for the respective undertakings of the contracting parties, and the division and appropriation of the revenue arising from that traffic; and to authorize the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm and agreement already made, or which prior to the passing of the Bill may be made touching any of the matters aforesaid.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary 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;" and it will amend and enlarge the powers and provisions of the several Acts following, namely, the 17 & 18 Victoria, cap. 222, and any other Acts relating to the Great Western Railway Company, "The Oxford Worcester and Wolverhampton Railway Act, 1845," "The Newport Abergavenny and Hereford Railway Act, 1846," "The Worcester and Hereford Railway Act, 1853," "The West Midland Railway Act, 1860," and the other Acts relating to the West Midland Railway Company; the 9 and 10 Victoria; cap. 322; the 10 and 11 Victoria, cap. 121, and the other Acts relating to the Shropshire Union Railways and Canal Company; the 9 and 10 Victoria, cap. 204, and the other Acts relating to the London and North Western Railway Company; "The West Cheshire Railways Act, 1861," and "The Nantwich and Market Drayton Railway Act, 1861," and "The Cheshire Midland Railway Acts, 1860 and 1861."

Duplicate plans and sections describing the lines, situations and levels of the proposed new lines of railway, and the lands, houses and other property in or through which they will be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses and other property, also a published map with the lines of railway delineated thereon, so as to show their general course and direction, and a copy of this notice, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for Shropshire, at his office at Shrewsbury, and with the Clerk of the Peace for Cheshire, at his office in the city of Chester; 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 railways will be made, and a copy of this notice, will be deposited with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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

Dated this 15th day of November, 1861.

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

George Gordon Warren, Market Drayton.

In Parliament.—Session 1862.

Barnsley Coal Railway.

(Extension to Wakefield; Curve at Barnsley; Powers over Bradford, Wakefield and Leeds, and Leeds, Bradford and Halifax Railways, to use Leeds Central Station, and powers to South Yorkshire and Manchester, Sheffield and Lincolnshire Railway Companies, to purchase Lease, or contribute, or otherwise.)

It is intended to apply to Parliament, in the next session thereof, for leave to bring in a Bill to enable the Barnsley Coal Railway Company (who are herein referred to as the Company) to extend their railway from the authorized termination thereof at Applehaigh-lane, in the township of Notton, in the parish of Royston, to join the Bradford, Wakefield and Leeds Railway, near to and south of the Westgate station of the said last-named railway, in the parish of Wakefield, and to construct all necessary works, stations, approaches and conveniences, in connection with the said extension.

The said extension will be wholly situate in the West Riding of Yorkshire, and will pass through or into the following parishes and places or some of them (that is to say): Notton, Royston, Darton, Woolley, Chapelthorpe, Chevet, Crigglestone, Crofton, Sandal Magna, Dircar, Horbury, Thornes, and Wakefield.

Also to make and maintain a branch from the said authorized railway, commencing at or near the field numbered 48 on the plans of the said railway, deposited with the Clerk of the Peace of the said West Riding, in the township of Monk Bretton, and parish of Royston, and terminating by a junction with the South Yorkshire Railway, at or near the south end of the Barnsley station, in the township of Barnsley, and parish of Silkstone, and passing in, through or into the parishes or places of Royston, Monk Bretton, Barnsley and Silkstone, all in the said West Riding.

And for the purposes of the said intended railways and the works connected therewith, it is intended by the Bill to apply for the following or some of the following, among other powers:

To cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, navigations, rivers, streams and watercourses.

To purchase, lands, houses and other property compulsorily, and to levy tolls, rates and charges, and to alter existing tolls, rates and charges.

To enable the Company to apply to the purposes of the said railways and works, their existing funds and any moneys which they have still power to raise, and to raise for the same purposes additional capital by shares, or by stock, and by borrowing, and to attach to such shares or stock any preference or priority of dividend, and any other advantage which the Bill may define.

To enable the Company and all Companies and persons lawfully using the railways of the Company to run over and use with their engines and carriages of every description, and with their clerks, officers and servants, upon such terms and conditions, and on payment of such tolls, rates and charges as may be agreed upon or settled by

arbitration, all or any part of the Leeds Central Railway station, and the lines of railway immediately connected therewith, and the Bradford, Wakefield and Leeds, and Leeds, Bradford and Halifax Railways, together with the stations, watering places, booking offices, warehouses, lauding places, sidings, works and conveniences connected therewith respectively.

To require the Companies or persons owning or working the said Bradford, Wakefield and Leeds, and Leeds, Bradford and Halifax Railways respectively, to receive, book through, forward, accommodate, and deliver, on and from the said respective railways, and at the stations, warehouses, and booking offices thereof, all traffic of whatever description coming from, or destined for, the undertaking of the Company, upon such terms and conditions as may be agreed upon, or failing such agreement as shall be settled by arbitration, and if need be, to alter and vary the tolls and charges which the said Companies, or either of them may respectively receive and take upon their respective undertakings, and to confer exemptions from such tolls and charges.

To enable the South Yorkshire Railway and River Dun Company, and the Manchester, Sheffield and Lincolnshire Railway Company, or either of those Companies to take a lease of or purchase the undertaking, or so much thereof as is already authorized or contribute towards the cost of constructing the intended railway and works, and the undertaking of the Company already authorized, out of their corporate funds, and if necessary out of capital to be raised by them respectively, 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 advantages over their existing and authorized capital; and to enable those Companies or either of them to hold shares in the capital of the Company, and to guarantee the payment of interest or dividend upon the said share capital, and the payment of the principal of the mortgage debt for the time being of the Company, and of the interest thereon.

To enable the Company on the one hand, and the said South Yorkshire Railway and River Dun, and Manchester, Sheffield and Lincolnshire Railway Companies, or either of those Companies on the other hand, to enter into agreements with respect to the working, use, management, and maintenance of the undertaking of the Company, or any part or parts thereof; the supply of rolling stock and machinery, and of officers and servants for the conduct of traffic on the said undertaking; the payments to be made, and the conditions to be performed with respect to such working, use, management and maintenance; the interchange, accommodation and conveyance of traffic coming from or destined for the respective undertakings of the contracting parties, and the division and appropriation of the revenue arising from that traffic; and to authorize the appointment or a joint committee for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which prior to the passing of the Bill may be made touching any of the matters aforesaid.

To vary and extinguish all existing rights and privileges which would in anywise impede or interfere with any of the objects of the Bill.

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 it will amend and enlarge the powers and provisions of "The Barnsley Coal Railway Act, 1861," relating to the Company; of the 10 and 11 Victoria, cap. 291; the 11 and 12 Victoria, cap. 65; the 13 and 14 Victoria, cap. 35 and 57; the 15 and 16 Victoria, cap. 153; the 9 and 10 Victoria, cap. 354; the 14 and 15 Victoria, cap. 46; the 6 George II, cap. 9; the 12 George I, cap. 38; the 13 George II, cap. 11; the 13 George I, cap. 20; the 1 and 2 George IV, cap. 46; the 7 George IV, cap. 97; the 33 George III, cap. 115; the 39 and 40 George III, cap. 37; the 55 George III, cap. 65; the 11 and 12 Victoria, cap. 94; the 12 and 13 Victoria, cap. 75; the 33 George III, cap. 117; the 38 George III, cap. 47, the 49 George III, cap. 71; the 12 and 13 Victoria, cap. 29; the 22 and 23 Victoria, cap. 101; the 24 and 25 Victoria, cap. 169; and of any other Acts relating to the South Yorkshire Railway and River Dun Company; of the "Manchester, Sheffield and Lincolnshire Railway Act, 1849 (12 and 13 Victoria, cap. 81); the 13 and 14 Victoria, cap. 94; the 14 and 15 Victoria, cap. 114; the 15 and 16 Victoria, caps. 83 and 144; the 16 and 17 Victoria, caps. 52 and 145; the 18 and 19 Victoria, caps. 91 and 129; the 21 and 22 Victoria, caps. 75 and 113; 22 and 23 Victoria, cap. 5; the 24 and 25 Victoria, cap. 86, and of any other Acts relating to the Manchester Sheffield and Lincolnshire Railway Company; of the 17 and 18 Victoria, cap. 160; the 22 and 23 Victoria, cap. 71; the 23 and 24 Victoria, cap. 167; the 24 and 25 Victoria, cap. 28; and of any other Acts relating to the Bradford, Wakefield and Leeds Railway Company; and also of the 15 and 16 Victoria, cap. 118; the 16 and 17 Victoria, cap. 111; the 17 and 18 Victoria, cap. 162; the 18 and 19 Victoria, cap. 13; the 22 and 23 Victoria, cap. 111; the 24 and 25 Victoria, cap. 60; and of any other Acts relating to the Leeds, Bradford and Halifax Junction Railway Company; and also the Act 11 and 12 Victoria, cap. 71; and the other Acts relating to the Leeds Central Station and the railways immediately leading thereto or connected therewith.

Duplicate plans and sections describing the line, situation and levels of the proposed extension, and the lands, houses and other property in or through which it will be made; together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses and other property; also a published map, with the line of railway, delineated thereon, so as to show its general course and direction; and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the said 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 parish in or through which the said extension will be made, and a copy of this notice will be deposited with the parish clerk of each such parish, at his residence; and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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

Dated this 15th day of November, 1861.

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

In Parliament.—Session 1862.

Level of Hatfield Chase.

(Incorporation of Participants; New Works and Alteration of Works; Alteration and Extension of Rating; Amendment of Acts.)

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

1. To incorporate the "Participants of the Level of Hatfield Chase and the parts adjacent, in the counties of York, Lincoln, and Nottingham," or to give to the Participants the power of suing and being sued by their officers.

2. To enable the Participants, or the Commissioners acting by the authority of an Act passed in the 53rd year of the reign of King George the 3rd, cap. 161, or Commissioners to be appointed by the Bill, to erect an engine herein, called the north engine, on a field now belonging to the trustees of decreed lands, and in the occupation of Richard Robinson, in the parish of Belton, in county of Lincoln, for the purpose of draining that part of the said level, which is situate north of the New Torne River, and south of the Stainforth and Keadby Canal.

To enable them also to alter, and when need is, widen, embank, and deepen, and to change the arrangements of the main outlet drains, commonly known as the North Double River, the Hatfield Waste Drain, and the South Double River Drain, in the parishes of Keadby, Althorpe, Belton, and Crowle, all in Lincolnshire, in the parish of Hatfield, in Yorkshire, and in the township of Pilfrey, Lincolnshire; and the Bill will authorize the taking of lands and other property compulsorily, for the purpose of erecting such engine, and the works connected therewith; and also for the purposes of the said outfall drains. And also to enable them to widen, alter, deepen, and improve any other of the existing drains within the said North Level, and to make any other drains within the said Level, or the lands intended to be drained, to carry the water to the said north engine.

3. To subject to drainage rates in common with the Participants' lands, and in such proportions as the Bill shall define, such lands within the level of Hatfield Chase as are capable of being drained by the intended north engine, or are drained, or are capable of being drained by the engine already subsisting in that part of the level of Hatfield Chase, south of the Torne River, which engine is hereinafter referred to as the south engine.

4. To prescribe the application of the rents and profits derived from the lands known as the decreed lands, and to authorize the payment of the same rents and profits, or of certain parts thereof, partly in relief of the scots now payable by the Participants, partly towards the expense of maintaining the north and south engines and the works of drainage connected therewith.

5. To enable the Participants, or the said Commissioners acting under the said Act, or Commissioners to be appointed by the Bill, or in the first place either of such Commissioners, and subsequently the Participants, to impose and levy on the Participants' lands, and on other lands within the said level, drained or capable of being drained by the existing works of the Participants, or by the works authorized by the Bill, or by any future works which may be constructed under the authority of the Bill, rates and taxes for the construction and maintenance of such several works of drainage: and the Bill will authorize the taxing bodies for the time being to apportion the said rates and taxes severally to the maintenance

of the ancient works of drainage, in aid of the scots now payable by the Participants; to the maintenance of the south engine and the works of drainage connected therewith, to the construction and maintenance of the north engine and the works of drainage connected therewith, and to the general purposes of drainage within the said level, and the expenses connected therewith.

6. To enable the Commissioners under the said Act, or under the said Bill, to determine by any awards or orders, to be from time to time made, in what proportion the cost of maintaining the ancient works of drainage which may have been varied or improved under the powers of the said Act, or may be varied or improved under the powers of the Bill, shall be defrayed by means of the scots payable by the Participants, and by means of the rates levied, or to be levied, for the support of the engines, or either of them, and the works of drainage connected therewith.

7. To authorize the Participants, as constituted by the said Bill, to undertake and execute from time to time works of drainage within the said level.

8. To incorporate with the Participants to such extent, and with such privileges and liabilities as the Bill shall define, the owner or the owners and occupiers of the lands intended to be subjected to taxation under the powers of the Bill, other than the lands known as the "Scotted Lands" of the Participants.

9. To provide for the closing of the commission under the said Act, either immediately on the passing of the said Bill or after the fulfilment by the Commissioners of the duties imposed upon them by the said Bill, and for confirming all acts done by the Commissioners under the said Act.

10. The limits within which the powers of taxation intended to be taken by the Bill are the townships and parishes of Crowle, Wroot, Misson, Haxey, Epworth, Clotton, Althorpe, Belton, and Keadby, in the county of Lincoln; Armthorpe, Causley Auckley, Finningley Rossington, Hatfield Blaxton Stainforth, South or Sand Bramwith, Fishlake, Sykehouse and Thorne, in the county of York; Firmingley and Misson, in the county of Nottingham.

The Bill will incorporate with itself certain provisions of "The Lands Clauses Consolidation Act, 1845," and of "The Lands Clauses Consolidation Acts Amendment Act, 1860;" and it will vary and extinguish any rights and privileges which may interfere with its provisions; and it will vary and enlarge the powers and provisions of the said Act (53 Geo. 3, cap. 161), being "An Act for the more effectually draining and improving Lands within the Level of Hatfield Chase, and parts adjacent in the Counties of York, Lincoln, and Nottingham," and also of the following Acts, so far as they may be affected by the provisions of the Bill, viz.:—23 Geo. 3, cap. 13; 27 Geo., cap. 53; 35 Geo. 3, cap. 107; 51 Geo., 3, cap. 30; 53 Geo. 3, cap. 177; 56 Geo. 3, cap. 58; 1 Geo. 4, cap. 63; 11 & 12 Vict., cap. 150; 17 Vict., cap. 9; 24 & 25 Vict., cap. 185; and any other Acts relating to Lands in the Level of Hatfield Chase, or to the drainage, preservation, or improvement thereof.

Duplicate plans of the land intended to be taken compulsorily for the purpose of the intended engine, and outfall drains, and the works connected therewith, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, 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, with the Clerk of the Peace for the Lindsey division of the county of Lincoln, at his office at Spilsby, and with the Clerk of the Peace for the county of Nottingham, at Newark; 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 works will be made, or in which such land is intended to be taken, and a copy of this notice, will be deposited with the respective parish clerks of those parishes, at their respective places 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 on or before the 23rd day of December next.

Dated this 15th day of November, 1861.

Baxter and Co., Doncaster.

Reading Gas.

(Increase of Capital; Power to borrow Money; Maintenance and Improvement of Works; Extension of Limits of Supply; Rates; Amendment of Act.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to alter, amend, extend, and enlarge, or to repeal, all or some of the powers and provisions of an Act passed in the sixth year of the reign of His Majesty King William the Fourth, chapter 5, intituled "An Act for the better Supplying the Borough of Reading, in the County of Berks, and the Neighbourhood thereof with Gas."

And by such Act powers will be conferred upon the Company for all or some of the following purposes, that is say:—

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, and to make provision for the formation of a reserve fund for contingencies.

To maintain, improve, and enlarge their existing gasworks, and to erect and provide all necessary and proper buildings, machinery, apparatus, and conveniences connected therewith, upon the land now belonging to and held by the Company, and adjoining thereto, which works and lands are situate in the parish of Saint Giles, in the said borough of Reading, adjoining the River Kennet, and are bounded on the north by a ditch called Simonds' Ditch, dividing the parish of Saint Giles from the parish of Saint Mary, in the said borough; on the south by the said River Kennet; on the east by a rivulet or stream running from the said River Kennet; and on the west by a narrow slip of ground abutting on a wharf belonging to the Company; and to maintain, improve, alter, pull down, and re-erect any of the existing gasworks, of the Company, and to purchase, by agreement, lands, houses, and other property for that purpose.

To extend the limits within which the Company are at present authorized to supply gas, and to include within such limits the borough of Reading, and the several townships, parishes, and places of Sonning, Earley, Whitley, Southcot, Twyford, Hurst, Tilehurst, Pangbourne, and Theale, in the county of Berks, and of Caver-

sham, Sonning, and Whitchurch, in the county of Oxford.

To manufacture gas, and to sell and dispose of the coke and other residuum and product arising from such manufacture, and to supply gas for public and private purposes, to and within such extended limits.

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 such limits.

To lay down, continue, and maintain, and from time to time renew mains, pipes, and other 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 cross, divert, break up, alter, or stop up any turnpike or other roads, highways, footpaths, bridges, streets, railways, sewers, drains, watercourses, and other places within such limits, and generally to do and execute all other works which may be necessary for the purpose of supplying gas therein.

To levy rates, rents, and charges for such supply of gas, to alter and vary the rates, rents, and charges now taken by the Company, and to confer, vary, and extinguish exemptions from payment of such rates, rents, and charges, and to confer, vary, or extinguish other rights and privileges.

To 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 Gas Works Clauses Act, 1847."

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 Honourable the House of Commons.

Dated this 14th day of November, 1861.

Blandy and Blandy, Solicitors, Reading.

Gregory, Skirrow, and Rowcliffes, Parliamentary Agents, 1, Bedford-row, London.

Reading Gas Light and Reading Union Gas Companies.

(Amalgamation of Companies; Alteration, Regulation, and Increase of Capital; Maintenance and Improvement of Works; Extension of Limits of Supply; Rates; Amendment or Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to alter, amend, and enlarge, or to repeal all or some of the powers and provisions of the following Acts, viz:—An Act passed in the 6th year of the reign of His Majesty King William IV., intituled "An Act for the better supplying the borough of Reading, in the county of Berks, and the neighbourhood thereof, with gas," relating to the Reading Gas Light Company; and an Act also passed in the 6th year of the reign of His said Majesty King William IV., intituled "An Act for better lighting with gas the borough of Reading and the hamlet of Whitley, in the county of Berks, by a Company to be called the Reading Union Gas Company," relating to the Reading Union Gas Company.

And by the said Act power will be taken to amalgamate the said Companies, and the undertakings, lands, buildings, capital, stock, shares, property, and effects, powers and privileges, be-

longing to them respectively, and to incorporate such amalgamated Company.

And by the said Act powers will be conferred upon the said amalgamated Company for all or some of the following purposes (that is to say):—

To consolidate, alter, appropriate, determine, and regulate the existing capitals of the said respective Companies, and the number and amount of the shares therein, and to increase the said consolidated capital, and redistribute and rearrange the shares therein, and to issue new shares, and to borrow further moneys on mortgage or otherwise.

To make provision with reference to the mortgages granted by each of the said Companies, and to their existing contracts, liabilities, and obligations.

To maintain, improve, and enlarge the existing gas works of the said respective Companies, and to erect and provide all necessary and proper buildings, machinery, apparatus, and conveniences connected therewith upon the lands now belonging to and held by the said respective Companies, and adjoining thereto, which works and lands belonging to the Reading Gas Light Company are situate in the parish of St. Giles, in the said borough of Reading adjoining the river Kennet, and are bounded on the north by a ditch called Simond's Ditch, dividing the parish of St. Giles from the parish of St. Mary, in the said borough, on the south by the said river Kennet, on the east by a rivulet or stream running from the said river Kennet, and on the west by a narrow strip of ground abutting on a wharf belonging to the last named Company, and which works and lands belonging to the Reading Union Gas Company are situate in the said parish of St. Giles, in the said borough, adjoining the river Kennet, and are bounded on the north by the said river Kennet, on the south by the King's-road, on the east by premises belonging to William Palmer, and on the west by premises in the occupation of Messrs. Huntley and Palmer; and to maintain, improve, alter, pull down, and re-erect any of such works; and to purchase by agreement lands, houses, and other property for that purpose.

To extend the limits within which the respective Companies are at present authorized to supply gas, and to include within such limits the borough of Reading, and the several townships, parishes, and places of Sonning, Earley, Whitley, Southcot, Twyford, Hurst, Tilehurst, Pangbourne, and Theale, in the county of Berks; and of Caversham, Sonning, and Whitechurch, in the county of Oxford.

To manufacture gas, and to sell and dispose of the coke and other residuum and product arising from such manufacture, and to supply gas for public and private purposes to and within such extended limits.

To enter into contracts for the supply of gas with all corporations, public bodies, commissioners, companies, or persons; and to enable the said amalgamated Company to carry on all the business of a gas light and coke company within such limits.

To lay down, continue, and maintain, and, from time to time, renew mains, pipes, and other 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 cross, divert, break up, alter, or stop up any turnpike or other roads, highways, footpaths, bridges, streets, railways, sewers, drains, watercourses, and other places within such limits, and generally to do and ex-

ecute all other works which may be necessary for the purpose of supplying gas therein.

To levy rates, rents, and charges for such supply of gas, to alter and vary the rates, rents, and charges now taken by the respective Companies, or either of them, and to confer, vary, or extinguish exemptions from payment of such rates, rents, and charges, and to confer, vary, or extinguish other rights and privileges.

To 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 Gas Works Clauses Act, 1847."

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 Honourable the House of Commons.

Dated this 14th day of November, 1861.

Blandy and Blandy, Solicitors, Reading.

Gregory, Skirrow, and Rowcliffes, Parliamentary Agents, 1, Bedford-row, London.

Caterham Waterworks.

(Incorporation of Company—Purchase and completion of existing Works—Construction of additional works for supply of Water to Caterham and its neighbourhood.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to incorporate a Company under the title of "The Caterham Spring Water Company" (hereinafter called the Company), for better supplying with water the following districts, or places, or some parts of them (that is to say): The parishes, townships, and places of Caterham, Chaldon, Coulsdon, Warlingham, Godstone, Bletchingly, Nutfield, Redhill, and a portion of the parish of Reigate, all in the county of Surrey, and for that purpose to authorize the Company to purchase, complete, construct, and maintain the works following, or some of them (that is to say):

(1.) Reservoirs, with wells, bore-holes, and underground adits or small tunnels to communicate with such wells, steam-engines, and engine-houses, pumps, pipes, and other works and conveniences connected therewith, situate in a field belonging to G. H. Drew, Esq., and in his occupation, distant about a thousand yards southwest by south from the parish church of Caterham, on the east side of the highway leading from the village of Caterham to Whitehill, all in the parish of Caterham and county of Surrey.

(2.) An aqueduct, conduit, or line of main pipe, commencing from out of the last-mentioned works in the parish of Caterham, passing along or under the road leading from Whitehill to the village of Caterham, and terminating at the north end of the village of Caterham, at a point on the said road opposite to the school-house there, all in the parish of Caterham and county of Surrey, together with all proper and necessary works and conveniences appertaining thereto.

(3.) An aqueduct, conduit, or line of main pipe, commencing by a junction with the work lastly hereinbefore-mentioned, at or near the western end of Waller-lane, in the parish of Caterham, and passing along or under the high road leading from Caterham to Godstone and Redhill, and from, in, through, or into the several parishes hereinafter mentioned, or some of them (that is to say), the parishes of Caterham, God-

stone, Bletchingly, Nutfield, and Reigate, all in the county of Surrey, and terminating at or near the eastern side of the town of Redhill, at a point on the turnpike road leading from Merstham to Brighton, near or opposite to the Market House and Corn Exchange there, in the parish of Reigate and county of Surrey aforesaid, together with all necessary and proper works and conveniences pertaining thereto.

And it is intended, by the said Act, to enable the Company to effect all or some of the following objects or purposes (that is to say), to purchase or construct and lay down and maintain all such steam and other engines, distribution and other pipes, sluices, culverts, drains, pumps, and other machinery and conveniences, as may be necessary for the use of the said works, and for the distribution of the supply of water within the limits of the said intended Act.

To purchase, compulsorily or otherwise acquire and hold, all such messuages, lands, tenements, and hereditaments, and grants of easements, in, over, or under the same, as may be necessary for the purposes of the Company; and to vary, repeal, or extinguish all existing rights or privileges connected therewith, and to confer other rights and privileges.

To levy, within the limits of the said intended Act, rates, rents, or charges in respect of such supply of water, or to confer exemption from the payment thereof, and to confer, vary, or extinguish other rights and privileges.

To purchase, complete, maintain, enlarge, and use the existing waterworks, called or known as "The Caterham Waterworks," situate in the parish of Caterham and county of Surrey aforesaid, and to lay down, and construct, and maintain all such additional and other works in connection therewith as may be necessary and proper for the purposes of the said Company, and to enable the owner or owners of such waterworks, to sell and convey the same to the said Company.

To incorporate with the said intended Act, all, or some of the provisions of "The Waterworks Clauses Act, 1847," "The Company's Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Acts Amendment Act, 1860."

And notice is hereby further given, that on or before the 30th day of November next, duplicate plans and sections of the said works, showing the situation and lines and levels 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 Surrey, at his office in North-street, Lambeth, and on or before the same day copies 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 works are or will be made, 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 such extra-parochial place, with the parish clerk of a parish immediately adjoining at his place of abode.

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

Dated this 13th day of November, 1861.

Holmes, Anton, Turnbull, and Sharkey,
18, Abingdon-street, Westminster,
Parliamentary Agents.

Waterloo Palace.

(Incorporation of Company—Construction of an edifice over Waterloo Bridge—Arrangements with the Company of Proprietors—Amendment of Acts, and for other purposes.)

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

1.—To incorporate a Company by the name of "The Waterloo Palace Company," or by such name as Parliament may think fit.

2.—To authorize the Company so to be incorporated (hereinafter called the Company), to make and maintain an edifice or ornamental structure, to consist principally of iron, glass, and slate, with all conveniences and necessary approaches, and other works and conveniences in connection therewith, which said edifice or structure and works will be made and maintained over and above the existing carriage road and pathway of Waterloo-bridge, commencing at, and extending from the northern end of the said bridge, in the parish of St. Clement Danes, in the city and liberty of Westminster, and county of Middlesex, and in or adjoining to the precinct of the Savoy, in the said county, and terminating at the southern end of the said bridge, in the parish of St. Mary, Lambeth, and county of Surrey, as more particularly shown on the plans hereinafter mentioned, which said edifice or structure and other works, 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. Clement Danes, the precinct of the Savoy, and St. Mary, Lambeth, aforesaid.

3.—To authorize the Company to acquire compulsorily, by purchase or otherwise, lands, houses, and hereditaments, for the purposes aforesaid, and to vary and extinguish any rights and privileges connected therewith, and all other rights and privileges which would interfere with the execution of the objects of the Act.

4.—To authorize the Company for the purposes aforesaid, to purchase, compulsorily or otherwise to acquire, take, and appropriate in such manner, and upon such terms as shall be provided for by the said Act, such portions of the carriage road and pathway, abutments, piers and other works of the said Waterloo-bridge, situate as aforesaid, and the approaches thereto as the said Company may require, and if necessary, for the purpose of carrying into effect the objects or purposes aforesaid, to vary, extend, and enlarge the said bridge and execute other works, all of which will be partly situate in the said parish of St. Clement Danes, in the said city and liberty of Westminster, and county of Middlesex, and in or adjoining to the said precinct of the Savoy, in the said county, and partly in the said parish of St. Mary, Lambeth, in the said county of Surrey.

5.—To authorize the Company, and the Company of Proprietors of the Waterloo-bridge, or other persons, to enter into all such agreements and arrangements as may be necessary for carrying into effect the objects or purposes aforesaid.

6.—To authorize the Company to take and receive rents, tolls, rates and duties for the use of the said edifice, and other works to be erected by the Company, or any part thereof, and to alter and extinguish existing rents, tolls, rates and

duties, leviable upon or in respect of the said bridge, and to confer, vary, or extinguish exemptions from the payment of the same; and to vary and extinguish all or any rights or privileges which would in any way prevent the carrying out of their said undertaking, or any part thereof, and to enable the Company to contract for the sale or lease of their undertaking, or any part thereof, to any person or persons willing to purchase or lease the same, and to enable such person or persons to purchase or lease the same accordingly.

7.—To alter, amend, and enlarge, or repeal the provisions of the following Acts (local and personal), relating to the said parish of St. Clement Danes, or some of them, viz.: 4 George III, cap. 55; 14 George III, cap. 90; 49 George III, cap. 113; and 10 George IV, cap. 31; and the following (local and personal) Acts, relating to the said Company of Proprietors of Waterloo-bridge, or some of them, viz.: 49 George III, cap. 191; 53 George III, cap. 184; 56 George III, cap. 63; 58 George III, cap. 28; and to repeal and amend so much of the following public Acts, viz.: 18 and 19 Victoria, cap. 120, intituled "An Act for the better Local Management of the Metropolis," and 18 and 19 Victoria, cap. 122, intituled "The Metropolitan Building Act, 1855," as might be held to apply to the said edifice and other works, or to bring the same within the meaning and operation of the said Acts.

8.—To incorporate with the proposed Act, with such alterations and additions as may be necessary, the provisions of "The Company's Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" and "The Lands Clauses Consolidation Acts Amendment Act, 1860."

And notice is hereby further given, that on or before the 30th day of November, 1861, duplicate plans and sections of the said intended works, and books of reference to such plans, together with a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell; with the Clerk of the Peace for the city and liberty of Westminster, at his office, in the Sessions House, in the said city, and with the Clerk of the Peace for the county of Surrey, at his office in North-street, Lambeth, in the said county of Surrey, 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 each of the parishes in which the works are intended to be made, and a copy of this notice as published in the London Gazette, will be deposited as follows, viz., as relates to the parishes of Saint Clement Danes and Saint John's the Baptist, Savoy, or precinct of the Savoy, with the clerk of the Strand District Board, at his office in Tavistock-street, Covent-garden, and as relates to the parish of Saint Mary, Lambeth, with the parish clerk of such parish, at his usual place of abode.

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

Dated this 14th day of November, 1861.

Vallance and Vallance, Solicitors, 20, Essex-street, Strand.

Holmes, Anton, Turnbull, and Sharkey, Parliamentary Agents, 18, Abingdon-street, Westminster.

Ashborne and Belper Turnpike Road.

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

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to alter, amend, extend, and enlarge the powers and provisions of the Local and Personal Act, 11 George IVth, and, 1 William IVth, chapter 130, for more effectually repairing the road from Ashborne, in the county of Derby, to a messuage or public-house, in the occupation of John Frost, near Belper Bridge, in the said county of Derby, and to continue and extend the term granted by the said Act, or any further term granted by any subsequent Act in extension of the original term, or to repeal the said Act, and to make further provision with reference to the said road, or some part thereof; and power will be taken in the said Bill to continue or alter the tolls, rates, and duties, authorized by the said Act to be taken on the said road; to levy new tolls, rates, or duties thereon, or on some part thereof; and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, or duties; to extinguish, pay off, compound, or make other arrangements with reference to the mortgages, debts, and other charges on the said road and tolls; to vary and extinguish some of the rights, privileges, and remedies of the mortgagees and other creditors thereon. And it is proposed by the said Bill to provide that the taking of less tolls than may be thereby authorized shall not prejudice the right to contributions out of the highway rates towards the maintenance of the roads, and to confer, vary, or extinguish other rights and privileges.

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

Dated this 1st day of November, 1861.

Thomas Wise, John Joseph Wise, Solicitors for the Bill.

London and North Western Railway, and Chester and Holyhead Railway.

(Capital.)

(Regulation of and Powers in respect to Capital and Borrowing Powers, and other Financial Arrangements of the Companies; Amendment of Acts.)

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

To fix, ascertain, regulate, determine, and limit the capital of the London and North Western and Chester and Holyhead Railway Companies respectively, whether in shares, or stock, loans, or other securities, and the respective rights and interest of the holders for the time being of such capital.

To empower the London and North Western and Chester and Holyhead Railway Companies respectively, or their respective shareholders, by agreement to make alterations in the shares or stock in the capital of the last-named Company, and to vary the preferential interest payable in respect of part of such shares or stocks, and to assign preferential dividends, or other advantages, to other parts thereof.

To amend the provisions of the Acts of the London and North Western Railway Company hereinafter referred to, or some of them, authorizing that Company to create debenture stock, and

to confer further powers and remedies for the recovery of the interest or dividends payable on such stock.

And it is proposed by the intended Act, so far as may be 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, 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, 176, 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. 86; 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 24 and 25 Vic., caps. 66, 110, 123, 128, 130, 208, and 223; and also the several Acts following, or some of them, directly or indirectly relating to or affecting the Chester and Holyhead Railway Company (that is to say), Local and Personal Acts, 7 and 8 Vic., cap. 65; 8 and 9 Vic., cap. 33; 10 and 11 Vic., caps. 147, 162, and 238; 11 and 12 Vic., cap. 60; 12 and 13 Vic., cap. 41; 14 Vic., cap. 21; 14 and 15 Vic., caps. 21, 131, and 146; 17 and 18 Vic., caps. 163 and 222; 18 and 19 Vic., cap. 172; 21 and 22 Vic., caps. 130 and 131; 22 and 23 Vic., cap. 60; 24 and 25 Vic., cap. 123.

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 15th day of November, 1861.

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

Stretford Gas.

(Incorporation of Company; Vesting and Continuance of Gas Works; Power to Increase and Regulate Capital; Powers to Borrow Money; To receive Gas Rents, Rates, or Duties, &c.)

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

To incorporate the private Company or partnership known as "The Stretford Gas Company, Limited," (at present regulated by a deed of settlement, dated the 9th day of November, 1852, and duly registered and incorporated under the provisions of the Joint Stock Companies Act, 1856, and hereinafter called "The Company"), under the same or a different name, and to vest in the Company when incorporated, all the lands, houses, gas works and other works, plants, mains, pipes, stock, debts, credits, effects and property of every description, together with all the rights, powers, and privileges thereto appertaining, and now vested in or held by or in trust for or otherwise belonging to or exercisable by the Company.

To authorize the Company when so incorporated to manufacture gas, and to sell and dispose

of the coke and other residuum and products arising from such manufacture, and to supply gas for public and private purposes within the district and limits hereinafter specified.

To enable the Company to supply and light with gas the townships, hamlets, or extra parochial and other places of Stretford, Chorlton-cum-Hardy, Withington, Urnston, Lostock, Flixton, Davyhulme and Crofts Bank, all in the parish of Manchester, in the county of Lancaster, and also the parish of Ashton-upon-Mersey, and the townships of Sale and Timperley, both in the said last-mentioned parish, in the county of Chester (and hereinafter called "The District"), or some or one of such parishes, townships, hamlets, or extra parochial or other places, or some part or parts thereof respectively, and such of the inhabitants thereof as may be willing to take and purchase gas.

To enable the Company to receive and recover rents and charges for the supply of gas for any purpose within the district intended to be lighted and to make arrangements and enter into contracts with any local board of health, and all corporations, public bodies, trustees, commissioners, surveyors, inspectors, Companies, or persons, for lighting and supplying with gas any public streets, roads, ways, and other public and private places, works, mills, manufactories, railways and buildings, within the district or any part thereof.

To hold the lands, houses, gas works, and other works and property, now leased to or otherwise vested in or belonging to or held by any person or persons in trust for the Company, and to purchase by agreement, or take on lease and hold, other lands, houses, and premises within the district, for the purposes of the Company, and for any other purposes to be authorized by the said Act, also to purchase by agreement the reversion or reversions of any premises which now are or at any time hereafter may be vested by way of lease in the Company, or any other person or persons in trust for them, and to sell or lease superfluous lands, houses, and works.

To increase, vary, and otherwise alter and regulate the distribution of the existing share and other capital of the Company, and to enable the Company to raise additional capital by the creation of new shares or stock, and to confer a preference by way of guarantee or otherwise in the payment of interest or dividend, upon or in respect of such new shares or stock, and to grant powers for the consolidation of all or some of the shares of the Company, and to confer other advantages and privileges upon the holders of such new shares or stock; to sell shares by auction or private sale, and to allot new shares to other persons than the present shareholders in the Company.

To raise money by way of mortgage on the credit of the undertaking for the time being of the Company, and otherwise to regulate the management and affairs of the Company.

To continue, maintain, and renew, and to improve, alter, and enlarge the existing gas works of the Company, and to provide additional buildings, gasometers, and other apparatus and works on the lands now belonging to or held by or in trust for the Company, within the area limits or bounds following, that is to say: Within all that piece or parcel of ground situate and being in the township of Stretford, now in the possession or occupation of the Stretford Gas Company, Limited, forming part of the estates of Humphrey Trafford, Esquire, bounded on the northerly, easterly, and southerly sides thereof by other part of the said estates, formerly belonging to Humphrey Trafford, Esquire, but now belonging to Sir Humphrey de Trafford, Baronet, and on the westerly side

thereof by land belonging or reputed to belong to the trustees under the will of the late Duke of Bridgwater, which said plot of land contains 3250 square yards or thereabouts.

To authorize the Company to pull down, discontinue, and remove the existing gas works, and any pipes, machinery, and works belonging thereto, and to erect and maintain on other lands within the district other works of a similar nature, and to lay down, continue, make, maintain, and from time to time to remove, alter, and renew the existing and all other mains, pipes, apparatus and other works of the Company, in, under, upon, or through any of the turnpike and other roads, highways, railways, rivers, canals, towing paths, public and private streets, lanes, thoroughfares, courts, passages and places, lands and grounds, and county and other bridges within the district, and for such purposes to open, break up, cross, go along, upon, under, over, or through turnpike and other roads, highways, rivers, canals, towing paths, bridges, public and private streets, sewers, drains, pipes, watercourses, thoroughfares, passages and other places, and lands and grounds within the district.

To alter, vary, or annul the deed of settlement of the Company, and to repeal, alter, vary, or extinguish all existing powers of supplying gas, and other powers, rights, privileges and exemptions within the district or otherwise, which would in anyway impede or interfere with any of the objects mentioned in this notice, or to be authorized by the said Act, and to authorize the Company for the purposes aforesaid, or any or either of them, to raise, levy, receive, collect, and recover gas, rents, tolls, rates, or duties, and to confer exemptions from payment of gas, rents, tolls, rates, or duties, and to confer, vary, or extinguish other rights, powers, and privileges.

And it is also proposed to incorporate in the said Act, and make applicable to the purposes thereof, all or some of the powers and provisions of "The Companies Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" and "The Gas Works Clauses Act, 1847;" and such other clauses, powers, and provisions as may be deemed necessary for effecting the several objects mentioned in this notice, or such of them as may at any time be inserted in the said Act.

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

Dated this 11th day of November, 1861.

Samuel Simpson, 33, South King-street,
Manchester, Solicitor for the Bill.

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

The Pontypridd Waterworks.

(Incorporation of Company; Construction of Waterworks; Purchase of Lands; Powers to borrow money; Levy Rates, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to incorporate the Pontypridd Waterworks Company (hereinafter called the Company).

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

To make, construct, and maintain waterworks, and to supply water for domestic and public

purposes, and also for the purposes of trade, and all other purposes for which it may be required, to the inhabitants of the several parishes, townships, extra-parochial and other places of Lantrissant, Lantwit fardre, Lanwonno, otherwise Lanwynno, and Eglwysilan, all in the county of Glamorgan.

To make construct, lay down, and maintain all such waterworks, reservoirs, aqueducts, conduits, pipes, cuts, channels, drains, buildings, and other works and conveniences as may be necessary for that purpose, and particularly to execute, make, and maintain the works following, that is to say:—

A reservoir, with works and conveniences connected therewith, and all necessary approaches thereto, upon a stream or brook called or usually known as Cwm George Brook, in the aforesaid parish of Lanwonno, otherwise Lanwynno, at a point 535 yards or thereabouts from the point where the said brook flows into the river Rhondda, in the aforesaid parish of Lanwonno, otherwise Lanwynno, which said reservoir and works will be situate in the said last-mentioned parish.

An aqueduct or aqueducts, conduit or conduits, and line or lines of pipes, with all proper works and conveniences connected therewith, commencing in and from the said intended reservoir, and terminating in the reservoir next hereinafter mentioned and described.

A reservoir, with works and conveniences connected therewith, and all necessary approaches thereto, upon Mynidd Eirw, at a point 515 yards or thereabouts from the highway bridge there over the river Rhondda.

An aqueduct or aqueducts, conduit or conduits, and line or lines of pipes, with all proper works and conveniences connected therewith, commencing in and from the said last-mentioned reservoir to the parish road in the parish of Lantrissant, in the county of Glamorgan, and passing thence down the parish road, in the said parish of Lanwonno, otherwise Lanwynno, to Mill-street, in the town of Pontypridd, in the said county of Glamorgan, and terminating there at a point 27 feet or thereabouts from the Welsh Baptist Chapel in Mill-street aforesaid.

A reservoir, with works and conveniences connected therewith, and all necessary approaches thereto, upon a certain stream or brook, called or usually known as the Gellywhion Brook, at a place where the south-western corner of the Gellywhion farm joins the said brook in the parish of Lantrissant, in the county of Glamorgan, which said last-mentioned reservoir and works will be situate in the parishes of Lantrissant and Lantwit fardre, in the said county of Glamorgan.

An aqueduct or aqueducts, conduit or conduits, and line or lines of pipes with all proper works and conveniences connected therewith, commencing in and from the said last-mentioned reservoir to the turnpike-gate or toll-bar, in the parish of Lantwit fardre, upon the turnpike road leading from the town of Pontypridd to the town of Lantrissant, both in the said county of Glamorgan, and passing thence down the said turnpike road to Llanganna, in the said parish of Lantwit fardre, and terminating at a point opposite the Rose and Crown public house, situate upon the said road in Llanganna aforesaid, through and into the several parishes, townships, and other places of Lantrissant and Lantwit fardre in the said county of Glamorgan.

To intercept, take, use, and appropriate for the purposes of the undertaking the waters of the said stream or brook called the Gellywhion Brook, the waters of which brook fall into the River Rhondda, and thence into the river Taff, at Pontypridd, in the county of Glamorgan, and also to take water

from such other streams and springs as shall be found within the limits of deviation to be marked upon the plans hereinafter mentioned, and also from such other streams and springs from which the Company shall acquire any right to take water, by agreement or otherwise, under the powers of the said Bill or otherwise howsoever.

To lay down, repair, and maintain all such embankments, drains, sluices, cuts, channels, pipes, wells and other works as may be necessary for supplying with water the parishes and places aforesaid, and to lay down mains, pipes, culverts and other works in, under, over and across, and for that purpose to break open any roads, railways, canals, highways, streets, lanes, public places, bridges, viaducts, brooks, streams, watercourses, sewers or drains, and for the purposes of the intended works, to alter, divert, or stop up either temporarily or permanently any streets, sewers, ways, or watercourses.

All which said proposed works will be situate in, or pass from, through, or into the several parishes, townships, and extra parochial or other places following, or some of them, all in the county of Glamorgan; that is to say:—Lanwonno, otherwise Lanwynno, Lantrissant and Lantwit fardre.

To purchase, compulsorily, or by agreement, or to rent or take on lease all lands, houses, streams, waters, and other hereditaments and property required for the purposes of the said intended Act, and to alter, vary, or extinguish all rights and privileges connected with any such lands, houses, waters, or property, and all other rights or privileges whatsoever, which would in any way interfere with the objects and purposes of the said intended Act.

To levy and collect rents, rates and charges for the supply of water, and to confer, vary, or extinguish exemptions from rents, rates, or charges, and to confer, vary, or extinguish other rights and privileges; to raise money for all or any of the purposes of the said intended Bill, upon the credit of such rents, rates and charges, and upon the waterworks to be authorized by the said intended Bill or otherwise; to incorporate with the said intended Act the provisions, or some of them, of "The Lands Clauses Consolidation Act, 1845," "The Companies Clauses Consolidation Act, 1845," and "The Waterworks Clauses Act, 1847."

To insert in the Bill all such provisions as are usually inserted in Bills of the like nature, or as may be thought convenient or proper for carrying out the objects and purposes of the said Bill.

Duplicate plans and sections describing the situation, direction, lines and levels of the said intended waterworks, and the lands or property in or through which the same are intended 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 and property which may be taken under the powers of the said intended Act, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November, 1861, be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, in the said county; and, on or before the same day, a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the waterworks will be made, and a copy of this notice as published in the London Gazette, will be deposited with the parish clerk of

each such parish, at his place of abode; and in the case of any extra parochial place, then with the parish clerk of the parish immediately adjacent thereto, at his place of abode.

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

Dated this 14th day of November, 1861.

Grover and Davis, Cardiff, Solicitors for the Bill.

Sudlow and Co., 18, Manchester Buildings, Westminster, Parliamentary Agents.

Asylum for the Deaf and Dumb Poor.

(Incorporation of the Society; Power to purchase and hold Lands: To lend Money on Mortgage; to regulate the Management of the Affairs of the Society.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to incorporate the members of the Society known as the Asylum for the education of the Deaf and Dumb children of the Poor, in the Kent-road, in the county of Surrey, as a body politic, and corporate under the name and style of "The Asylum for the Deaf and Dumb Poor," and to enable the body so incorporated to sue and be sued, and to confer power upon them under the restrictions and regulations to be set forth in the said Bill, to purchase, take, hold, receive, and enjoy lands and hereditaments, notwithstanding the statutes of mortmain, or any other restrictions and prohibitions by common law or statute, and to grant leases of the lands and hereditaments from time to time vested in them, and to sell lands and hereditaments not required for the purposes of the said asylum, and to enable the said body so incorporated to expend part of the moneys belonging to them, in the erection of buildings for the purposes of the said asylum, and to invest the moneys from time to time belonging to them on mortgage of freehold, copyhold, or long leasehold lands and hereditaments, or upon Government or Colonial, or other reputed securities, and from time to time to vary their present and any future investments, and to make new, or re-enact existing laws, rules, and regulations with respect to the said asylum, and its capital, moneys, funds, officers, business, and affairs; to confer new powers, rights, and privileges on the said society, and the members, trustees, and officers thereof; to provide for the more efficient administration and management of its affairs, and carrying into more complete effect the objects and purposes of the said society; and to vary or extinguish all or any existing rights and privileges which would interfere with, or prevent the execution of, the purposes of the said Bill; and to confer such powers, rights, and privileges as may be necessary for carrying the same into effect.

Copies of the said Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December, 1861.

Dated this 14th day of November, 1861.

Drew and Wilkinson, 151, Bermondsey-street, Solicitors for the Bill.

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

In Parliament.—Session 1862.

Halifax Corporation.

(Power to make a new Street from King Cross-street to Pellon-lane; Compulsory purchase of Lands; Further Borrowing Powers; Amendment of Acts; Communications with the Lancashire and Yorkshire Railway; Provision of Customs Inland Bonding Warehouses, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to confer upon the Mayor, Aldermen, and Burgesses of the borough of Halifax, in the West Riding of the county of York, in their several capacities of Municipal Corporation, Local Board of Health, and Burial Board, of the said borough, the necessary powers for all or some of the following objects and purposes (that is say):

To enable the Corporation to make and construct a certain street, road, or way, commencing at or near certain premises, situate on the north side of King Cross-lane, called Thorn Tree, in the occupation of John Hoyle, thence passing from, through, and into the several places, streets, lanes, or roads called or known respectively as Parkinson-lane, Hopwood-lane, Gibbet-lane, Hanson-lane, and terminating in Pellon-lane, at or near or opposite to the farm-house of a certain farm called Hesps, otherwise Asps Farm, all in the township and parish of Halifax aforesaid, and to carry the same across and over the said existing highways called Parkinson-lane, Hopwood-lane, Gibbet-lane, Hanson-lane, into Pellon-lane aforesaid, all respectively situate within the township and parish of Halifax aforesaid, and for such purpose to do all such Acts, and execute such works as may be deemed necessary or incidental thereto.

To enable the said Corporation to purchase compulsorily or by agreement, or to take and hold on lease, all lands, houses, waters, or other hereditaments and property required for the purposes of the said new street or road to be made as aforesaid, and for any other purposes of the proposed Act, and to stop up, wholly or partially, and to alter and divert, either temporarily or permanently, all or any public and private roads, streets, highways, railways, bridges, aqueducts, drains, sewers, and pipes, and to alter, vary, or extinguish all existing rights, powers, and privileges which would impede, or in any way interfere with the objects and purposes of the intended Act.

To provide for the conversion of all streets, roads, ways, and places, made, or hereafter to be made, within the said borough, into public highways, and for vesting the same in the Corporation as the said Local Board of Health, and particularly the following private streets and places, namely: Arden-road, otherwise Macaulay's-road, Back Rhodes-street, otherwise Back Milton-place, Melville-place, and Back Victoria-street, all in the township and parish of Halifax.

To provide for the closing in connection with the widening of a certain street called causeway of two several yards or thoroughfares, called respectively Hatter's-fold, leading into Square-road and Black Horse-yard, leading from Square-road into Woolshops, all within the said borough, and for the vesting of the same yards or thoroughfares in the Local Board of Health.

To provide, either by purchase or hire, or both, warehouses for the warehousing of goods for the security of duties of customs under "The Customs Inland Bonding Act, 1860," and to make all usual and necessary provisions and regulations for bonding warehouses, and in referenc

thereto, and for the security of all goods warehoused therein.

And the Corporation will take power (by agreement) to make and maintain openings in, and alterations of, and junctions with the rails of the Lancashire and Yorkshire Railway leading from Halifax to Bradford, at a point in the said parish and township of Halifax, about eight hundred yards from certain coal staiths belonging to the Lancashire and Yorkshire Railway Company, and appurtenant to their railway station in Halifax, and to enable the said Corporation to do all such other acts, works, matters, and things as may be necessary in order to effect communication between the said railway and the gas-works belonging to the said Corporation, and also between the said railway and certain warehouses and premises situate in Square-road, in the parish of Halifax aforesaid, intended to be appropriated as an inland bonding warehouse, under "The Customs Inland Bonding Act, 1860."

To purchase by agreement, or to take and hold on lease or otherwise, all lands, houses, waters, or other hereditaments and property required for all or any of the objects and purposes lastly hereinbefore mentioned, or for any other of the purposes of the said intended Act.

To make all necessary provisions for the satisfaction and discharge of all debts, liabilities, claims, and demands of or against the said Corporation, either as a Municipal Corporation or Burial Board, or Local Board of Health, in respect of any moneys expended or things done by them in either of such capacities, in respect of any or either of the undertakings vested in them in either of such capacities.

And it is intended to authorize the Corporation in either or all of 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, or otherwise, in such manner and for such purposes as may be authorized by the intended Act, and to raise further sums of money by borrowing upon the security of the borough fund, or the borough rates, district rates, or the income arising from the cemetery, or the baths and wash-houses, or the waterworks, or the gasworks, or the markets and fairs, or 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 several Acts, whether local and personal, or public and general, relating to or affecting the said Corporation, or applicable to the said borough, and of the intended Act to which the same may be applicable, and the interest to be paid on all moneys to be borrowed under the provisions of the intended Act, will be charged upon and made payable out of the funds arising, or to be realized from the several securities upon which such monies shall have been or may be raised or granted.

To make all necessary provisions for the laying, levying, and assessing any one or more rate or rates upon the owners, lessees, and occupiers of all property within the said borough.

And the Bill will incorporate wholly or in part "The Land Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Commissioners Clauses Act, 1847;" "The Towns Improvement Clauses Act, 1847;" "The Local Government Act, 1858;" and "The Local Government Act (1858) Amendment Act, 1861."

It is intended, so far as may be necessary for all or any of the objects and purposes aforesaid, to alter, amend, extend, and enlarge or to repeal all or some of the powers and pro-

visions of the following local and personal and other Acts, or some of them (that is to say): An Act of the second year of the reign of King George the Third, intituled "An Act for supplying the town of Halifax with water;" an Act of the fourth year of the reign of King George the Fourth, intituled "An Act for paving, lighting, cleansing, watching, and improving the township of Halifax, and for supplying the same with water;" an Act of the third year of the reign of King George the Fourth, intituled "An Act for lighting with gas the town and township of Halifax and the neighbourhood thereof, within the parish of Halifax, in the West Riding of the county of York," "The Halifax Improvement Act, 1853;" "The Halifax Gas Act, 1855;" "The Halifax Park and Improvement Act, 1858;" and also "The Public Health Act, 1848;" and the Acts supplemental thereto, and any other Act relating to, or in force within the said borough of Halifax.

And notice is further given, that plans describing the lands, houses, and other property intended to be taken for the purposes aforesaid; and plans and sections of the intended new street, and a book of reference to such plans, with a copy of this notice, as published in the London Gazette, will be deposited for public inspection on or before the 30th day of November instant, with the Clerk of the Peace for the West Riding of the county of York, at his office, at Wakefield; and on or before the same day copies of the plans, sections, and book of reference, together with a copy of this notice, will be deposited for public inspection with the clerk of the parish of Halifax, at his place of abode.

Printed copies of the said intended Act 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 ninth day of November, one thousand eight hundred and sixty-one.

Wavell, Philbrick, and Foster, 14, George Street, Halifax, Solicitors to the said Bill.

Red House and Weeland Roads.

(Continuation of Term; Repeal or Amendment of Act; and Alteration of Tolls and Rate of Interest.)

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 alter, amend, vary, continue, and enlarge the powers and provisions of an Act passed in the first year of the reign of His late Majesty King William the Fourth, intituled "An Act for improving the road from the Red House, near Doncaster, to the south side of Wakefield-bridge, and from Wakefield to Pontefract, and from thence to Weeland, and from Pontefract to Wentbridge, all in the West Riding of the county of York," or to repeal the said Act, and to grant further, better, and more effectual powers instead thereof, and to continue and extend the term granted by the said Act.

And in the said Act, powers will be applied for to levy and collect tolls upon the said roads; to alter or vary the tolls, rates, or duties authorized by the said Act, to be taken, or which can now be collected, upon the said roads; to confer, vary, or extinguish exemptions from payment of tolls, rates or duties; to alter and regulate the application and expenditure of the monies arising from such tolls, rates, and duties; and to confer, vary, or extinguish other rights and privileges.

And provision is also intended to be made, in the said intended Act, with reference to the payment of the interest and principal of the mortgage debts due and owing upon the credit of the tolls, rates, and duties collected on the said roads; and for altering the rate of interest now payable; and for fixing the rate of interest to be hereafter paid in respect of such debts, or the proportion of tolls, rates, or duties to be applied in payment of interest and principal; and for making other arrangements with respect to the existing mortgage debts; and with respect to the liquidation of other charges and liabilities upon the said roads. And notice is hereby also given that printed copies of the said 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 1st day of November, 1861.

Henry John Coleman, Pontefract, Solicitor for the Bill.

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

Much Wenlock and Severn Junction Railway.
(Extension of Time; Additional Capital; Additional Powers of Subscription to Wenlock Railway; 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 extend the time limited by "The Much Wenlock and Severn Junction Railway Act, 1859," for the completion of the railway and works thereby authorized to be made, with the view to the laying down of a second line of rails and the execution of other works connected with the railway:

To authorize the Much Wenlock and Severn Junction Railway Company, incorporated by the said Act, to raise further sums of money by the creation and issue of new shares in the capital of the Company, and to raise further sums on mortgage or on bond:

To authorize the Much Wenlock and Severn Junction Railway Company to contribute and subscribe for, and hold, additional shares in the capital of the Wenlock Railway Company, and to apply for such purpose, and for the purpose of their present or authorized subscription to that Company, any sums of money which they may be authorized to raise by the Bill, by new shares, and by mortgage or bond, and to authorize any arrangements between such Companies with respect to any such subscription or contribution, and the application thereof:

To alter, amend, and enlarge the powers and provisions of "The Much Wenlock and Severn Junction Railway Act, 1859," and "The Wenlock Railway Act, 1861," and to authorize any further or other arrangements with reference to the railways and works authorized to be made by such Acts, or the laying down of an additional line of rails on such railways, or either of them, or with reference to the working of such railways, or either of them, or any part thereof, by any of the Companies authorized by such Acts to work the same, or the payments to be made in respect thereof.

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

Dated this 12th day of November, 1861.

R. C. Blakeway, Wenlock.

Stafford and Uttoxeter Railway.

(Incorporation of Company; Construction of Railway and Branch, running Powers over Portions of the North Staffordshire Railway between Bramshall and Uttoxeter, and Weston and Colwich, and over Portion of London and North-Western Railway, and Use of Stations; Working and other Arrangements with the London and North-Western and North Staffordshire Companies; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to incorporate a Company (hereinafter called "The Company"), with the following, or some of the following, among other powers:—

To make and maintain the railway and branch railway following, or some or one of them, with all proper stations, approaches, works, and conveniences connected therewith; that is to say:—

1.—A railway, commencing at or near the junction of the Shropshire Union Railway with the London and North-Western Railway, near Stafford, by a junction with the said last-named railway, and terminating at or near the point where the public road leading from Bramshall to Loxley Green is crossed on the level by the North Staffordshire Railway, about two miles westward from Uttoxeter, and 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 Castle Church, borough of Stafford; St. Chad, Stafford; St. Thomas, Stafford; St. Mary, Stafford; Tillington, Marston, Coton, Coton Fields, Coton Common, Coton Manor, Hopton, Hopton Heath, Salt and Enson, Sandon, Ingestre, Weston, Weston-on-Trent, Shirleywich, Gayton, Colwich and Stowe, Stowe, Amerton, Amerton Heath, Amerton and Stowe, Chartley, Chartley Hall, Chartley Park, Drinton, Cagehill, Grindley, Blythe Bridge, Hixon, Greatwich, Burnthurst Mill, Caverswall, Leigh, Kingston, Bramshall, Little Bramshall, Loxley, and Uttoxeter, all in the county of Stafford.

2.—A branch railway, commencing by a junction with the aforesaid intended railway No. 1, in a certain field called Heath Leasow, the property of the trustees of Earl Ferrers, in the occupation of William Elsmore, and numbered 1,741 in the tithe commutation map, in the parish of Stowe, and terminating by a junction with the North Staffordshire Railway, at or near the point where the said railway is carried upon the level across the road leading from Shirleywich to Amerton, about 1,500 yards south of the Weston station, and which branch railway will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places of Colwich, Weston, Stowe, Amerton, Amerton Heath, Drinton, and Shirleywich, all in the county of Stafford.

To purchase and take lands, houses, and other property, by compulsion or agreement, for the purposes of the said intended railway, branch railway, and works, and to vary, repeal, or extinguish all existing rights or privileges in any manner connected with such lands, houses, and property, which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway, branch railway, and works, and to confer other rights and privileges, and to alter, divert, or stop up all turnpike and other roads, railways, tramways, aqueducts, bridges, weirs, canals, streams, and rivers, with which it may be necessary to interfere in the construction of the said intended railway, branch railway, and works; to levy tolls, rates, and charges for and in

respect of the use of the said intended railway, branch railway, and works, and to grant exemptions from such tolls, rates, and charges.

To enable the Company and any Company working or using their undertaking, to run over and use with engines, carriages, and waggons, so much of the North Staffordshire Railway as lies between the junction of the said intended railway, No. 1, with the North Staffordshire Railway, at or near Bramshall, and the Bridge-street station of that railway at Uttoxeter, and to run into and use the said station; also, in like manner, to run over and to use another portion of the North Staffordshire Railway lying between the junction of the said intended railway No. 1, and the branch railway No. 2, with the said North Staffordshire Railway, near Weston, and the station at Colwich, and to run into and use the said station, also in like manner, to run over and use so much of the railway belonging to the Shropshire Union Railways and Canal Company and London and North-Western Railway Company, or one of them, as lies between the junction of the said intended railway No. 1 therewith and the railway station of the London and North-Western Railway Company at Stafford, and to run into and use the said station, together with all other stations, sidings, watering places, and other works and conveniences connected with the said railways, or portions of railways, so to be run over and used respectively, upon payment of such tolls, charges, rent, or other consideration as may be agreed upon, or as may be provided for and prescribed by the said intended Act.

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 also proposed to take powers by the said intended Act to enable the Company to enter into, and carry into effect, arrangements and agreements with the London and North-Western Railway Company and North Staffordshire Railway Company, or with either of the said Companies, with respect to the working and use by the said Companies, or either of them, of the said intended railway, branch railway, and works, and with respect to the interchange of traffic passing over the respective railways of the said Companies, and the apportionment of the tolls and profits arising therefrom, and to enable the said Companies, or either of them, to apply any portion of their income or capital to the purposes of any such arrangement or agreement, and to appoint joint committees for the management of the said undertaking.

To alter, amend, extend, or enlarge the powers and provisions of the several Acts following, or some of them, relating to, or directly or indirectly affecting the London and North-Western Railway Company, that is to say, local and personal, 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; 24 and 25 Vic., caps. 44, 110, 123, 128, 130, 208, and 219; also the several Acts following, or some of them, relating to the North Staffordshire Railway Company, that is to say—(local and personal), 1 Will. IV, cap. 55; 9 and 10 Vic., cap. 85; 10 and 11 Vic., cap. 108; 11 and 12 Vic., caps. 66 and 83; 13 and 14 Vic., cap. 65; 17 and 18 Vic., cap. 194; 22 and 23 Vic., cap. 126; 23 and 24 Vic., cap. 42; and 24 and 25 Vic., cap. 71.

Duplicate plans and sections of the said intended railway, branch railway, and works, together with books of reference thereto, with a published map, showing the general course and direction of the said proposed railway, branch railway, and works, and also a copy of this notice as published in the London Gazette, will be deposited, on or before the 30th day of November instant, with the Clerk of the Peace for the county of Stafford, at his office, at Stafford, in the same county; and a copy of so much of the said plan, section, and book of reference, as relates to each of the parishes in or through which the said intended railway, branch railway, and works, are proposed to be made, and a like copy of the said Gazette notice will be deposited, on or before the said 30th day of November instant, with the parish clerk of each such parish, at his residence; and in the case of extra-parochial places, then with the parish clerk of some adjoining parish.

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

Dated the thirteenth day of November, 1861.

F. F. Jeyes, 22, Bedford-row, London.

Rob. D. Newill, Wellington, Salop,
Solicitors for the Bill.

Theodore Martin, 27, Abingdon-street,
Westminster, Parliamentary Agent.

In Parliament—Session 1862.

Uxbridge and Rickmansworth Railway.

(Deviation; Abandonment of Portion of Line; Substitution of Level Crossing at Denham for Bridge; 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 enable the Uxbridge and Rickmansworth Railway Company, incorporated by "The Uxbridge and Rickmansworth Railway Act, 1861," to abandon and relinquish the construction of so much of their line of railway as thereby authorized, as lies between a point marked 2 miles 2 furlongs, or thereabouts, in a certain field in the parish of Denham, and county of Buckingham, numbered 23 on the plans of the

said railway, deposited on or before the 30th day of November, 1860, and another point marked 3 miles, or thereabouts, on the amended plan, deposited with the Clerks of the Peace for the counties of Buckingham and Middlesex respectively, in the month of May, 1861, in a certain field in the same parish and county, numbered 80, on both the said deposited plans, and in lieu thereof to construct a line of railway between the points aforesaid, which deviation will be wholly situate in the said parish of Denham and county of Buckingham; and also to enable the said Company to carry the said deviated line of railway where the same crosses the public road, numbered 65 on the said deposited plans, in the village and parish of Denham, across the said road by means of a level crossing, and to amend and repeal so much of the said Act as requires that the railway thereby authorised shall be carried across the said road by means of an arch, with a headway of not less than 16 feet.

And powers will be taken, in so far as may be necessary for all or any of the purposes of the said intended Act, to alter, amend, and repeal the powers and provisions of "The Uxbridge and Rickmansworth Railway Act, 1861," and to extend and apply the clauses and provisions of the said Act, and if need be, also any agreements or arrangements which may have been made or entered into with reference to, or which may affect the said portion of line so to be abandoned, as aforesaid, to the intended deviated line of railway, and to the other purposes of the said intended Act.

To enable the said Company to purchase and take lands, houses, and other property, by compulsion or agreement, for the purposes of the said deviation, 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 deviation or works, and to confer other rights and privileges; and also to cross, alter, divert, or stop up all turnpike and other roads, aqueducts, bridges, canals, streams, and rivers, with which it may be necessary to interfere for the purposes of the said deviated line of railway.

Duplicate plans and sections, showing the line, situation, and levels of the said intended deviated line of Railway, and of the works connected therewith, the lands in or through which the same will be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and occupiers of such lands, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace, for the county of Buckingham, at his office at Aylesbury in the said county; and, on or before the said 30th day of November instant, a copy of the said plans, sections, and book of reference, together with a copy of the said Gazette notice, will be deposited for public inspection with the parish clerk of the said parish of Denham, at his residence.

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 9th day of November, 1861.

F. F. Jeyes, No. 22, Bedford-row, Solicitor for the Bill.

Theodore Martin, No. 27, Abingdon-street,
Parliamentary Agent.

Hatfield and St. Alban's Railway.

(Incorporation of Company for making a Railway from Hatfield to St. Alban's—Working and other arrangements with, and subscription by, the Great Northern Railway Company—Powers to run over and to use portions of St. Alban's Branch of London and North-Western Railway and of Great Northern Railway—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 (herein called the Company) with the following, or some of the following, among other powers; that is to say: to make and maintain the following railways, or any 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 Hatfield, otherwise Bishop's Hatfield, in the county of Hertford, by a junction with the Great Northern Railway, at a point about 27 chains north of the point at which the said Great Northern Railway is crossed on the level by a public road leading from Hatfield to St. Alban's, on the north side of the Hatfield station of the said Great Northern Railway, and terminating in the parish of St. Stephen, in the said county of Hertford, by a junction with the St. Alban's branch of the London and North-Western Railway, at a point distant 40 chains or thereabouts south of the St. Alban's station of the said last-mentioned railway, being also three chains north of the occupation bridge over the said St. Alban's branch of the London and North-Western Railway, leading from a field called Town Field, otherwise Mill Field, into a field called Little Sopwell Wood, otherwise Town Field, 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: Hatfield, otherwise Bishop's Hatfield, St. Peter, St. Stephen, and St. Alban's in the county of Hertford.

2.—A railway commencing by a junction with the first-named railway in a field called the Dell Field, in the parish of Hatfield otherwise Bishop's Hatfield, in the county of Hertford, belonging to the Marquis of Salisbury, and in the occupation of Harriett Webb, and terminating by a junction with the Great Northern Railway at one chain, or thereabouts, north of the point where the Great Northern Railway is crossed on the level by a public road leading from Hatfield to St. Alban's on the north side of the Hatfield station of the said Great Northern Railway, and which railway will be situate within the parishes, townships, chapelries, and extra-parochial, or other places following, or some or one of them; that is to say: Hatfield, otherwise Bishop's Hatfield, and St. Peter, in the county of Hertford.

3.—A railway commencing by a junction with the first-named railway in a field known as part of the Warren, in the parish of St. Stephen, in the county of Hertford, belonging to the Earl of Verulam, in the occupation of John Day, and terminating in the said parish of St. Stephen, in the county of Hertford, by a junction with the St. Alban's branch of the London and North-Western Railway, at a point distant 12 chains or thereabouts south of the St. Alban's station of the said last-mentioned railway, and which railway will be situate within the parishes, townships, chapelries, and extra-parochial, or other places following, or some or one of them; that is to say: St. Peter, St. Stephen, and St. Alban's, in the county of Hertford.

To purchase and to take by compulsion for the purposes aforesaid, or any of them, lands, houses, and other property, and 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 or either 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 watercourses 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 any 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, or any or either of them, and for the conveyance of passengers, animals, and goods thereon, to alter existing tolls, rates and duties, to confer exemptions from payment of tolls, rates and duties, and certain other rights and privileges relating thereto.

To enable the Company, and any Company by whom the said intended railways, or any of them, may be worked, to run over and to use with engines, carriages, and waggons, so much of the St. Alban's branch of the London and North-Western Railway as is situate between the junction therewith of the said intended railway first above described, and the St. Alban's station of the London and North-Western Railway, and also to run into and use the said station, and in like manner to run over and use as aforesaid so much of the Great Northern Railway as is situate between the junction therewith of the said intended railway first above described and the Hatfield station of the said Great Northern Railway, and also to run into and use the said station, together also with all the stations, sidings, watering-places, and other works and conveniences connected with so much of the London and North-Western and Great Northern Railways respectively, as aforesaid, and the said St. Alban's and Hatfield stations, upon such terms and conditions as failing agreement shall be prescribed by the said intended Act.

To authorise the Great Northern Railway Company to subscribe and contribute funds towards the said intended undertaking, and to take and hold shares therein, 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 attached thereto, or by borrowing on mortgage or bond for the purposes of the said undertaking, or any of them, and to enable the said Great Northern Railway Company to vote at meetings of the Company.

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

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 or either 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 Companies aforesaid, or any, or either 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.

To alter, amend, enlarge, or repeal, as may be necessary for the purposes aforesaid, or any of them, all or any of the provisions of the several Acts following, or some of them; that is to say: the several Acts relating to the Great Northern Railway, videlicet (local and personal):—9th and 10th Vic., caps. 71, 352, 88, 93; 10 and 11 Vic., caps. 143, 287, 146, 272, 125, 48, 113, 112, 155, 193, 148; 11 and 12 Vic., caps. 62, 114; 12 and 13 Vic., cap. 84; 13 and 14 Vic., cap. 61; 14 and 15 Vic., caps. 114 and 45; 16 and 17 Vic., cap. 60; 18 and 19 Vic., cap. 124; 20 and 21 Vic., cap. 138; 21 and 22 Vic., cap. 113; 22 Vic., cap. 35; 23 and 24 Vic., cap. 168; 24 and 25 Vic., cap. 70; the several Acts relating to the London and North-Western Railway Company, videlicet (local and personal): 1st Wm. IV., cap. 51; 8th and 9th Vic., caps. 36, 37, 43, 105, 111, 112, 123, 156, 198; 9th Vic., cap. 67; 9th and 10th Vic., caps. 80, 82, 152, 182, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, 396; 10th and 11th Vic., caps. 73, 107, 114, 118, 120, 121, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, 294; 11th and 12th Vic., caps. 58, 60, 130; 12th and 13th Vic., cap. 74; 13th and 14th Vic., cap. 36; 14th and 15th Vic., caps. 28, 94; 15th and 16th Vic., caps. 98, 105; 16th and 17th Vic., caps. 97, 110, 157, 160, 161, 205, 216, 222; 17th and 18th Vic., caps. 201, 204; 18th and 19th Vic., cap. 172; 19th and 20th Vic., cap. 123; 20th and 21st Vic., cap. 108; 21st and 22nd Vic., caps. 130, 131; 22nd and 23rd Vic., caps. 2, 88, and 113; 23rd and 24th Vic., caps. 111, 77, and 79; 24th and 25th Vic., caps. 44, 110, 123, 125, 130, 208, and 219.

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 shall 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. Alban's, 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 9th day of November, 1861.

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

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

In Parliament.—Session 1862.

Rickmansworth, Amersham, and Chesham Railway.

(Incorporation of Company for making a Railway from Rickmansworth to Amersham and Chesham—Working and other arrangements with the London and North-Western Railway Company—Powers to run over and use Portions of Watford and Rickmansworth and Uxbridge and Rickmansworth Railways—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 (herein called The Company) with the following or some of the following, among other powers, that is to say: to make and maintain 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 Rickmansworth, in the county of Hertford, by a junction with the authorized Watford and Rickmansworth Railway, at or near the termination thereof, in the said parish of Rickmansworth, and terminating in the parish of Chesham Bois, in the county of Buckingham, on the east side of the road leading from Chesham to Amersham, at a point about one hundred yards south of Amy Mill, in a field known as the Lower Mill Field, belonging to John Garrett, and in the occupation of Mrs. Catherine Ware, 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, Rickmansworth, in the county of Hertford, Chalfont St. Peter, Chalfont St. Giles, Cheynies otherwise Chenies, otherwise Cheneyes, Amersham otherwise Agmondesham, Chesham, and Chesham Bois, in the county of Buckingham.

2.—A railway commencing in the parish of Rickmansworth, in the county of Hertford, by a junction with the authorized line of the Uxbridge and Rickmansworth Railway, in a field belonging to the Lord Ebury, and in the occupation of William Hone, numbered 37 on the plans of the said Uxbridge and Rickmansworth Railway, deposited on or before the 30th November, 1860, with the Clerk of the Peace for the county of Hertford, and terminating by a junction with the intended railway first above described, at or near the point where that railway crosses the road from Rickmansworth to Denham, about 25 yards from the public-house known as the Spotted Dog, Mill-end, and which railway No. 2 will be situate wholly within the parish of Rickmansworth and county of Hertford.

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 watercourses, 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 enable the Company, and any Company by whom the said railways, or either of them, may be worked, to run over and to use with engines, carriages, and wagons, so much of the Watford and Rickmansworth Railway, as is situate between the junction of the intended railway first above described and the Rickmansworth station of the Watford and Rickmansworth Railway, including the said station, and in like manner to run over and use so much of the Uxbridge and Rickmansworth Railway as is situate between the junction therewith of the intended railway second above described, and the termination near Uxbridge of the said Uxbridge and Rickmansworth Railway; together with all the stations, sidings, watering places, and other works and conveniences connected with so much of the said Watford and Rickmansworth and Uxbridge and Rickmansworth Railways respectively, as aforesaid, upon such terms and conditions, and upon payment of such tolls, charges, rent, or other consideration as, failing agreement, shall be prescribed by the said intended Act.

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.

To authorize the London and North-Western Railway Company to subscribe and contribute funds towards, and to hold shares in, the proposed undertaking, and to apply to such purpose any capital or funds now or hereafter belonging to them, or for such purpose to raise additional capital by the creation of new shares, either with or without preference or priority in payment of interest or dividend attached thereto, or by borrowing on mortgage or bond for the purposes of their undertaking, and to enable the London and

North-Western Railway Company to vote at meetings of the Company.

To enable the Company and the said London and North-Western Railway Company to enter into arrangements and agreements for the working, maintenance, and use, by the last-named 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 London and North-Western Railway Company; and to enable the last-named Company to apply any portion of their income or capital towards the purposes of such arrangements or agreements, or any of them. To alter, amend, enlarge, or repeal, so far as it may be necessary, for the purposes aforesaid, all or any of the provisions of the several Acts following, or some of them; that is to say, the several Acts relating to the London and North-Western Railway Company, viz. (local and personal), the 1st William IV., cap. 51; 8th and 9th Victoria, caps. 36, 37, 43, 105, 111, 112, 123, 156, 198; 9th Vic., cap. 67; 9th and 10th Vic., caps. 80, 82, 152, 182, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, 396; 10th and 11th Vic., caps. 73, 107, 114, 118, 120, 121, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, 294; 11th and 12th Vic., caps. 58, 60, 130; 12th and 13th Vic., cap. 74; 13th and 14th Vic., cap. 36; 14th and 15th Vic., caps. 28, 94; 15th and 16th Vic., caps. 98, 105; 16th and 17th Vic., caps. 97, 110, 157, 160, 161, 205, 216, 222; 17th and 18th Vic., caps. 201, 204; 18th and 19th Vic., cap. 172; 19th and 20th Vic., cap. 123; 20th and 21st Vic., cap. 108; 21st and 22nd Vic., caps. 130, 131; 22nd and 23rd Vic., caps. 2, 88, 113; 23rd and 24th Vic., caps. 77, 79, and 111; and 24th and 25th Vic., caps. 44, 110, 123, 128, 130, 208, and 219; and "The Watford and Rickmansworth Railway Act, 1860;" and "The Uxbridge and Rickmansworth Railway Act, 1861."

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, containing the names of the owners, lessees, and occupiers of such lands, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Hertford, at his office at St. Albans, in the said county; and with the Clerk of the Peace for the county of Buckingham, at his office at Aylesbury, 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 railways and works will be made, together with a copy of the said Gazette notice, will be deposited for public inspection with the parish clerk of each such parish at his residence; and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto.

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

Dated this 9th day of November, 1861.

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

Wrexham Waterworks.

Incorporation of Company (Limited); Construction of Works, &c.

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

1.—To incorporate a Company under the name or title of the "Wrexham Water Company," or some other name or title, and enable such Company to supply water to the inhabitants and other persons within the borough of Wrexham, and other places adjacent thereto, in the township of Bersham and parish of Wrexham, in the county of Denbigh.

2.—To acquire the right to impound, intercept, divert, convey away, and use the water from a certain stream, called Pack Saddle Stream, or brook, otherwise Pentre-bychan, otherwise Pent-y-fellin-sych, and the water of all other brooks, streams, or springs flowing into the before-mentioned brook or stream, or upon the site of the intended works; which said streams, brooks and springs are situate in the township of Esclusham Below in the said parish of Wrexham, and flow directly or derivatively into the river Clywedog.

3.—To construct and erect a weir and all other necessary works across the said brook or stream at a point about forty yards to the east of a bridge called Pentre-bychan Bridge. To construct all culverts, drains, aqueducts, bridges, and necessary works to secure the said weir, along the distance of about thirty yards to a point to the west of the last described bridge, and marked (A) on plan, and which said works are all to be situated in the said township of Esclusham Below, and parish of Wrexham.

4.—To form, construct, lay down an aqueduct, or line of pipes, commencing at the said before mentioned weir, through, along, and into a pasture field belonging to Simon Yorke, Esq., and now or lately in the occupation of Owen Williams, and numbered 387 on the tithe map of the township of Esclusham Below in the said parish of Wrexham, and terminating in a reservoir next hereinafter mentioned.

5.—To form and construct a reservoir, tanks, and filter beds, and all necessary appliances for cleansing, storing and delivery of the said streams or brooks; which said reservoir, tanks, and filter beds are intended to be constructed in the said before mentioned pasture field numbered 387 on the said before-mentioned tithe map of the township of Esclusham Below, in the parish of Wrexham.

6.—To form, construct, and lay down an aqueduct or main line of pipes commencing from and out of the north side of the said reservoir, running from thence and passing out of the said field, at or near Saddle Bridge, thence along the turnpike road, leading from Ruabon to Wrexham, and terminating at a point in the said turnpike road, in the borough of Wrexham, at or near the toll-house or turnpike-gate, called Wrexham Gate, marked (B) on plan, and which said line of aqueduct, mains or pipes, will pass from, through, or into the several townships or places following, or some of them (that is to say): Esclusham Below, Bersham, Wrexham Abbot, Wrexham Regis, in the parish of Wrexham, the

township of Erddig, in the parish of Gresford, all in the said county of Denbigh.

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

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

9.—To purchase by compulsion or agreement, and otherwise take on lease, and take grants or easements over lauds, houses, rights of water, and other property for the purpose of the undertaking; and to levy rates, rents, and charges in respect of water supplied by the Company; to confer, vary, or extinguish exemption from the payment of such rates, rents, and charges, and to confer, vary, or extinguish other rights and privileges.

10.—To cross under, over, or by the side of, and to stop up either temporarily or permanently, roads, railways, streams, and watercourses, for the purpose of laying down, and to authorise the laying down such culverts, cuts, drains, branch pipes, service pipes, distributing pipes, sluices, fire plugs, washout cocks, and other works, apparatus and appendages, storing, conveying, and delivering the water of the Company, and for more conveniently using, draining, and cleansing the several works hereinbefore mentioned.

11.—To confer, vary, or extinguish rights and privileges over all lands, houses, hereditaments, rights of water and other property to be taken, acquired, or interfered with by the Company. To incorporate with the Bill all or some of the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act Amendment Act, 1860;" and "Water Works Clauses Act, 1847."

Duplicate plans and sections describing the situation, lines, and levels of such reservoirs, tanks, filter-beds, aqueducts, or main pipes, and the lands, in, through, or upon which the same respectively will be situate or made; a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers of the lands, houses, and property which may be taken; and a copy of this notice, as published in the London Gazette, will on or before the 30th day of November instant, be deposited for public inspection at the office of the Clerk of the Peace for the county of Denbigh.

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 several parishes or townships aforesaid, and also a copy of the Gazette notice, will be deposited with the parish clerk of each of the said parishes, at their residence.

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

Dated this 12th day of November, 1861.

In Parliament.—Session 1862.

Ellesmere, Oswestry, Ruabon, and Shrewsbury Railways.

(Railway from Ellesmere to Oswestry, with Branch from near Ellesmere to or near the Ellesmere Canal, at Ellesmere; from Ellesmere to the Shrewsbury and Chester Railway, near the village of Ruabon, with a Branch from the Oswestry, Ellesmere, and Whitchurch Railway, in, at, or near, Welshampton, to the London and North-Western Railway, in or or near the parish of Broughton, in the county of Salop; arrangements with other Companies; running powers over various Railways, with reciprocal facilitation of traffic from and to such other Railways to and from the Railway; Construction of Bridge over the river Dee, with Approaches, Roads, &c., and other purposes.)

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

To incorporate a Company (hereinafter called "The Company"), and to enable the Company to make and maintain the following railways, bridge, approach roads, and works, with all proper and necessary stations, works, and conveniences connected therewith respectively (that is to say):—

Railway, No. 1.

A railway commencing by a junction with the Oswestry and Newtown Railway at or near the terminus thereof at Oswestry, in the parish of Oswestry, in the county of Salop, and passing thence from, in, through, or into the several parishes, townships, and extra parochial places following, or some of them, that is to say: Oswestry, town and liberties of Oswestry, Selattyn, Hengoed, Whittington, Halston, Dudleston, Ellesmere, Aston, Hisland, Middleton, Lower Porkington, Ebnal, Henlle, Hindford, Fernhill, Ridge, Lower Ridge, Old Marton, New Marton, Frankton, otherwise Welsh Frankton, Crickett, Old Crickett, New Crickett, Hardwick, Old Hardwick, Newnes, Elson, otherwise Elston, Elson and Greenhill, Trimpey, Ellesmere, Haughton, Birch, and Lyth-Lee, all in the county of Salop, and terminating at Ellesmere, in the parish of Ellesmere, by a junction with the authorized railway of the Oswestry, Ellesmere, and Whitchurch Railway Company, at or near to the point or place in the township and parish of Ellesmere, in the county of Salop, where such last-mentioned railway crosses or abuts upon, or is authorized to cross or abut upon, the turnpike road leading from Wrexham to Ellesmere.

Railway No. 2.

A railway or tramway, commencing by a junction with the proposed Railway No. 1, in the parish of Ellesmere, in the county of Salop, at or near to the most eastern terminus of the last-mentioned railway, in the same parish and county, in or near a field called the Lawyer's Meadow, in the occupation of William Pay, and terminating in the same parish in the field occupied by William Paddock, called the Town-field, both of which fields are the property of the Earl Brownlow, or of his guardians and trustees, such railway or tramway being wholly within the parish of Ellesmere, in the said county of Salop.

Railway No. 3.

A railway commencing by a junction with the proposed Railway No. 1, at or near to the eastern terminus of that railway as hereinbefore de-

scribed, passing thence from, in, through, or into the several parishes, townships, and extra parochial places following, or some of them, that is to say: Ellesmere, Trimpey, Elson and Greenhill, Ellesmere, Trench, Eastwick, and Dudleston, all in the county of Salop; Ruabon, Dinhyllle Issa, Moreton Anglicorum, Ruabon, Erbistock, Moreton-below, Moreton-above, Hafod, Belan, otherwise Bellan, and Erbistock, in the county of Denbigh, and terminating by a junction with the Shrewsbury and Chester Railway of the Great Western Railway Company, in the parish of Ruabon, and county of Denbigh, at or near to the Bryn bridge of the said Shrewsbury and Chester Railway, in the same parish.

Railway No. 4.

A branch railway, commencing by a junction with the proposed Railway No. 3, in or near a field called Cae Carodoc, or the Methodist Field, belonging to Simon Yorke, Esquire, and in the occupation of William Rowland, in the township of Hafod, and parish of Ruabon, and county of Denbigh; and passing thence from, in, through, or into the several parishes, townships, and extra parochial places following, or some of them, that is to say: Ruabon, Hafod, Moreton-below, Moreton-above, and Ruabon, all in the county of Denbigh, and terminating in the parish of Ruabon, in the county of Denbigh, by a junction with the Shrewsbury and Chester Railway of the Great Western Railway Company, at or near the point where a bridge or viaduct carries the last-mentioned railway over the Bangor New Turnpike-road, in the townships of Moreton-below and Moreton-above, or the one of them, in the parish of Ruabon, and county of Denbigh.

Railway No. 5.

A railway commencing by a junction with the authorized railway of the Oswestry, Ellesmere, and Whitchurch Railway Company, in the parish of Welshampton, otherwise Welchampton, at or near a point where the said authorized railway crosses the turnpike-road leading from Ellesmere to Whitchurch, in or near a field in the occupation of Anna Maria Legh, called Highfield, and thence passing from, in, and through the several parishes, townships, and extra parochial places following, or some of them, that is to say: Ellesmere, Stocks and Coptivney, Welshampton-wood, otherwise Welchampton-wood, otherwise Hampton's Wood, Ellesmere, Lineal, otherwise Linal, otherwise Lyneal Oteley Newton and Spoonhill, otherwise Oteley Newton and Spunhill, otherwise Oatley Newton and Spoonhill, otherwise Oatley Newton and Spunhill, Welch-Hampton, otherwise Welsh-Hampton, Loppington, Noneley, Loppington, Middle, Balderton, Alderton, Middle, Sleep, Newton-on-the-Hill, Hadnal, otherwise Hadnall, Wem, Tilley, otherwise Tilley-and-Trench, Wolverley, Horton, North-wood, Newtown, Grinshill, Broughton, Grinshill, Broughton, Yorton, otherwise Yoreton, Saint Mary's Shrewsbury, Clive, and Sansaw, all in the county of Salop, and terminating by a junction with the Shrewsbury and Crewe Railway of the London and North-Western Railway Company, at or near a point two chains, or thereabouts, north of the bridge which carries the turnpike-road leading from Shrewsbury to Whitchurch over the said last-mentioned railway, in the parish of Broughton, at or near a field called the Cockshutt Leasow, in the occupation of John Heatley, and in the said parish of Broughton, and belonging to the trustees of the late Arthur Clegg.

All the foregoing railways are hereinafter referred to as "The Railway."

A bridge over the river Dee, for facilitating the repairs of the viaduct for carrying the proposed railway No. 3 over that river, and for the use of certain landowners and their tenants and others, and for foot passengers, horses, carriages, cattle, and other animals; the said bridge commencing at or near and abutting upon a field in the parish of Ruabon, in the county of Denbigh, belonging to James Hardcastle, Esquire, and in the occupation of William Rodenhurst, and terminating at or near a field in the parish of Ellesmere, in the county of Salop, belonging to John Jones, Mary Ann Bennion, and Mary Broome, and in the occupation of Thomas Shone, together with the following approach roads to the said bridge, that is to say: an approach road commencing at the most southerly terminus of the intended bridge, and thence passing into and through the parishes, townships, and extra parochial places of Ellesmere, Dudleston, and Ellesmere, in the county of Salop, and terminating at or near to the public highway leading from Sodylt Ford to the turnpike road which leads from Overton to Chirk, near Shelbrook, in the parish of Ellesmere, in the county of Salop, at a point 29 chains or thereabouts north-east from Sodylt farmhouse; another approach road commencing at the most northerly terminus of the said intended bridge, and thence passing into and through the parishes, townships, and extra parochial places of Ruabon, Dinhyllle-Issa, Ruabon, Moreton Anglicorum, and Erbistock, in the county of Denbigh, and terminating at the public highway in Erbistock, in the county of Denbigh, leading from Plas Golborne to Keyshill, at a point 39 chains or thereabouts south of Plas Golborne aforesaid.

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 means of the construction of the said intended lines of railway, bridge, and approach roads, and of the works connected therewith respectively.

To purchase lands and buildings, and rights, easements, and privileges in and over lands and buildings, by compulsion, for the purposes of the intended lines of railway, bridge and approach roads, and of the works connected therewith respectively, and to vary or extinguish all existing rights and privileges in any manner connected with the lands and buildings, rights, easements, and privileges to be purchased for the purposes aforesaid, or which would in any manner impede or interfere with the construction, maintenance, or use of the intended lines of railway, bridge, approach roads, and works, and to levy tolls, rates, and duties upon or in respect of the intended lines of railway, bridge, approach roads, and works, and to alter existing tolls, rates, and duties, and to confer exemptions from payment of the same, and to confer other rights and privileges.

To authorize arrangements between the Company and owners of lands within the parish of Ellesmere, in the county of Salop, and within the parish of Ruabon, in the county of Denbigh, whose lands may have been taken, or may be taken, for the purposes of, or injuriously affected by, the construction of the proposed works, or any of them, for the use by such landowners, their visitors, tenants, servants, and workmen, with or without carriages, carts, horses, and other animals, of the said intended bridge and its approaches.

And it is intended to confer on the Company, and make applicable to the objects of the proposed Act all or some of the powers and provisions of the Companies Clauses Consolidation Act, 1845, the Lands Clauses Consolidation Act, 1845, the Land Clauses Consolidation Acts Amendment Act, 1860, the Railways Clauses Consolidation Act, 1845, and the Railway Companies Arbitration Act, 1859, and all other statutes, powers, and provisions necessary for the purposes to be authorized by the said proposed Act.

To authorize and compel the Company and the Vale of Llangollen Railway Company, and also to authorize and compel the Company and the Llangollen and Corwen Railway Company, and also to authorize and compel the Company and the Llanidloes and Newtown Railway Company, and also to authorize and compel the Company and the Oswestry and Newtown Railway Company, and also to authorize and compel the Company and the Oswestry, Ellesmere, and Whitchurch Railway Company, and also to authorize and compel the Company and the Shrewsbury and Welchpool Railway Company, and also to authorize and compel the Company and the Great Western Railway Company, and also to authorize and compel the Company and the London and the North-Western Railway Company, and also to authorize and compel the Company and the Shropshire Union Railway and Canal Company, and also to authorize and compel the Company and the Birkenhead, Lancashire, and Cheshire Junction Railway Company, and also to authorize and compel the Company and the North Staffordshire Railway Company, to enter into, and carry into effect, any contracts and arrangements which may be agreed upon between the contracting Companies, or which may be determined by arbitration or otherwise, as may be provided for in the proposed Bill, for or with reference to the working, use, and maintenance by either of the contracting Companies of the railways or tramroads, or undertaking of the other of them, or part thereof; the supply and maintenance of engines, carriages, stock, and plant for the purposes thereof; the contributions and payments to be made by either of the contracting Companies to the other of them, the collection, management, protection, working, and transmission of the traffic on such railways, tramroads, or undertaking, or parts thereof, and the fixing, levying, collection, appropriation, and division of the tolls and other income thence arising, and to authorize either of the contracting Companies to levy tolls on the railways or tramroads of the other of them, to make effectual provision for the facilitation of the traffic of the Company over the lines belonging to, or worked by, the several other Companies hereinbefore mentioned, hereinafter referred to as "the said existing Companies," or some of them, and for the facilitation of the traffic of each of the said existing Companies, or some of them, over the railway of the Company, and over the railway of the Oswestry, Ellesmere, and Whitchurch Railway Company, and for requiring the said existing Companies, and the Company, and each of them, to convey and forward such traffic. To authorize the Company, and one or more of the said existing Companies, to appoint a joint committee for all or any of the foregoing purposes, and to confer upon such committee such powers as may be necessary or expedient to regulate their proceedings, and to authorize the owner for the time being of Plas Pen-y-lan, in the parish of Ruabon aforesaid, from time to time, to nominate and appoint a director of the Company.

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 Vale of Llangollen Railway Company, and of the Llangollen and Corwen Railway Company, and of the Llanidloes and Newtown Railway Company, and of the Oswestry and Newtown Railway Company, and of the Oswestry, Ellesmere, and Whitchurch Railway Company, and of the Shrewsbury and Welchpool Railway Company, and of the Great Western Railway Company, and of the London and North-Western Railway Company, and of the Shropshire Union Railways and Canal Company, and of the Birkenhead, Lancashire, and Cheshire Junction Railway Company, and of the North Staffordshire Railway Company.

And it is intended to extend the several provisions hereinbefore referred to respecting arrangements and agreements between Companies, facilitation of traffic over railways, and running powers, or any powers necessary or incidental thereto respectively, to any railway or undertaking, or part thereof, leased to, or worked by, or in the occupation of any of the said existing Companies, either separately or jointly, with some other Company or Companies, and also to levy tolls, rates, and duties, in respect of passengers and traffic conveyed over the beforementioned railwas, or parts of railways; and it is intended to confer upon the said existing Companies, or some of them, the like or reciprocal privileges and powers in respect of the lines of railway, stations, roads, platforms, water, water engines, sidings, machinery, works, and conveniences of the Company, and levying of tolls, rates, and duties in respect thereof.

And, whereas, section 20 of the Oswestry, Ellesmere, and Whitchurch Railway Act, 1861, is as follows:—"The powers of this Act with respect to so much of the railways as lies west of the town of Ellesmere shall be suspended until the 1st day of September, 1862; and if an Act has then passed to authorize a deviation of the railways hereby authorized, or the making of a new railway either by the Company, or any other Company, in order to give continuous communication from Ellesmere to Oswestry, Ruabon and Shrewsbury, avoiding as much as possible residential damage, then the said powers shall cease and determine, provided always that any Bill which may be introduced for accomplishing the objects aforesaid shall contain proper clauses for securing to any Company whose railway shall communicate with the railway of the Company, or the railway or railways proposed by such Bill, such full facilities as may be necessary for the traffic of any such Company as aforesaid passing, or intended to pass thereon, and on the line by this Act authorized, or any part thereof."

Now, notice is hereby further given, that it is intended to comprise in the proposed Bill, as intended to be deposited as hereinafter mentioned, or during the progress of the Bill through Parliament, all such powers and provisions as may be necessary for giving full effect to the said section and the said proviso thereto.

And it is intended to alter, enlarge, vary, or repeal all or some of the powers and provisions of the several local and personal Acts following, or some of them, that is to say: the Act 22 and 23 Vic., cap. 64, and all other Acts relating to the Vale of Llangollen Railway Company: 23 and 24 Vic., cap. 188, and all other Acts relating

to the Llangollen and Corwen Railway Company; 16 and 17 Vic., cap. 143; 19 and 20 Vic., cap. 22; 22 and 23 Vic., cap. 30; 24 and 25 Vic., cap. 90, and all other Acts relating to the Llanidloes and Newtown Railway Company; 18 and 19 Vic., cap. 86; 23 and 24 Vic., caps. 101, 108, and 139; 24 and 25 Vic., caps. 17 and 103, and all other Acts relating to the Oswestry and Newtown Railway Company; 24 and 25 Vic., cap. 223, and all other Acts relating to the Oswestry, Ellesmere, and Whitchurch Railway Company; 19 and 20 Vic., cap. 132; 21 and 22 Vic., cap. 110; 23 and 24 Vic., cap. 25; 24 and 25 Vic., cap. 13, and all other Acts relating to the Shrewsbury and Welchpool Railway Company; 5 and 6 Wm. IV., cap. 107; 6 Wm. IV., caps. 36, 38, 77, and 79; 1 Vic., caps. 91 and 92 (1837), and 24 and 26 (1838); 2 Vic., cap. 27; 3 Vic., cap. 47; 3 and 4 Vic., cap. 105; 4 and 5 Vic., cap. 41; 5 Vic. (session 2), cap. 28; 6 Vic. cap. 10; 7 Vic. cap. 3; 7 and 8 Vic., caps. 68 and 99; 8 and 9 Vic., caps. 40, 42, 53, 115, 155, 156, 184, 188, 190 and 191; 9 Vic., cap. 14; 9 and 10 Vic., caps. 166, 181, 236, 239, 240, 250, 251, 274, 275, 278, 307, 308, 313, 315, 326, 335, 337, 338, 369, 383 and 402; 10 and 11 Vic., caps. 60, 72, 76, 80, 91, 101, 109, 144, 149, 154, 226, and 242; 11 and 12 Vic., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 12 and 13 Vic., cap. 55; 13 Vic., caps. 6 and 7; 13 and 14 Vic., caps. 44, 98, and 110; 14 and 15 Vic., caps. 22, 48, 52, 53, 74, 81, and 131; 15 and 16 Vic., caps. 9, 117, 125, 133, 140, 145, 146, 147, 165 and 168; 16 and 17 Vic., caps. 121, 153, 175, 204, 209, 210, and 212; 17 and 18 Vic., caps. 108, 120, 158, 163, 192, 202, 204, 207, 209, 215, and 222; 18 and 19 Vic., caps. 11, 59, 69, 98, 102, 139, 171, and 191; 19 and 20 Vic., caps. 109, 123, 126, 132, and 137; 20 and 21 Vic., caps. 8, 24, 54, 96, and 158; 21 and 22 Vic., caps. 90, 139, and 146; 22 Vic., cap. 13; 22 and 23 Vic., caps. 1, 40, 64, 76, 105, 120, 134, and 138; 23 and 24 Vic., cap. 69; 24 and 25 Vic., caps. 36, 134, and 204, and all other Acts relating to the Great Western Railway Company; 8 and 9 Vic., caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vic., cap. 67; 9 and 10 Vic., caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 243, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vic., caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 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, 79, and 111; 24 and 25 Vic., caps. 44, 110, 123, 128, 130, 134, 208, and 219, and all other Acts relating to the London and North-Western Railway Company; the 28th Geo. III., cap. 73; 7 and 8 Geo. IV., cap. 102; 8 and 9 Vic., cap. 2; 9 and 10 Vic., caps. 322, 323, and 324; 10 and 11 Vic., cap. 121; 17 and 18 Vic., cap. 179; 20 and 21 Vic., cap. 108, and all other Acts relating to the Shropshire Union Railway and Canal Company; 15 and 16 Vic., cap. 167; 22 and 23 Vic., cap. 74; 24 and 25 Vic. cap. 134, and all other Acts relating to the Birkenhead, Lancashire, and Cheshire Junction Railway Company, 1 Wm. IV., cap. 55; 9 and 10 Vic., cap. 85; 10 and 11 Vic., cap. 108; 11 and 12 Vic., caps. 66 and 83; 13 and 14 Vic., cap. 55; 17 and

18 Vic., cap. 194; 22 and 23 Vic., cap. 126; 23 and 24 Vic. caps. 42 and 71; 24 and 25 Vic., cap. 71; and all other Acts relating to the North Staffordshire Railway Company, and all Acts recited or referred to in the said Acts herebefore mentioned, or any of them.

And it is intended, so far as may be necessary for effecting the objects and purposes of the proposed Act to alter, vary, amend, or reduce the tolls granted by the several Acts hereinbefore-mentioned, or some of them, or by any other Acts relating to the said existing Companies, or their respective undertakings.

And notice is hereby further given, that on or before the 30th day of November, 1861, plans and sections of the proposed lines of railway, bridge, approaches, and other works, 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, in Shrewsbury, and with the Clerk of the Peace for the county of Denbigh, at his office in Ruthin; and that on or before the said 30th day of November, 1861, a copy of the said Gazette notice, and 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 lines of railway, bridge, approaches and works, are intended to be constructed, will be deposited in the case of a parish with the parish clerk of each such parish, at his usual place of abode, and in the case of any extra parochial place, with the parish clerk of some parish immediately adjoining thereto, at his place of abode; and that printed copies of the proposed Bill for effecting the objects specified in this notice, or some of them, will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December, 1861.

Dated the 12th day of November, 1861.

Slater, Heelis, and Co., Solicitors, Manchester.

Newall and Pike, 44, Parliament-street, London, Parliamentary Agents.

Hull South Bridge.

(Construction of Bridge over the River Hull, with Approaches and Tramways; Incorporation of Company; Powers to Corporation and Local Board of Health for the Borough; Purchase of Ferry; Powers of Subscription to and Arrangements with Hull Dock Company and North-Eastern and Manchester, Sheffield, and Lincolnshire Railway Companies, &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 make and maintain a bridge (as a lift or opening bridge) over the River Hull or old harbour, from or near the junction of Humber-street with High-street, on the west side of that river, in the parishes of Holy Trinity and Saint Mary, in the town and county of the town of Kingston-upon-Hull, or one of them, to the northern part of the shipbuilding yard, at or near the southern end of the road or way, called the Garrison Side, in the parish or extra-parochial place of Garrison Side, in the said town and county.

To make and maintain an approach commencing on the Humber Dock Quays, at, on, or near to Humber-place, thence passing along or adopting Humber-street, and part of High-street, and widening and improving those streets respectively, and terminating at the western side of the intended bridge before described, all in the said parishes of Holy Trinity and St. Mary, or one of them.

To make and maintain an approach commencing on the eastern side of the intended bridge, at, in, or near the said shipbuilding yard, passing along the Citadel lands, or the foreshore thereof, and terminating on the quays of the Victoria Dock, on the north-western side of the Victoria half-tide dock or basin, all in the parish or extra-parochial place called Garrison Side, or in the parish of Drypool, or the place called the Citadel, or some or one of them.

To lay down and maintain on, along, and over, the approaches before described, and over the intended bridge, tramways for conveyance of goods by horse traction, and to connect the same with the tramways at or near the Humber Dock Basin on the one side, and the said Victoria Dock Basin on the other side.

All the above works and the lands to be purchased compulsorily are or will be situate in or pass from, in, through, or into the several parishes, townships, or extra-parochial places of Drypool, Holy Trinity, Saint Mary, the Citadel, and the Garrison Side, or some of them, all in the borough of Kingston-upon-Hull.

To purchase by compulsion or agreement the lands, houses, and property required for the purposes of the intended bridge, approaches, and works, and also any rights of ferry which may be interfered with.

To levy rates, tolls, and duties on persons, carriages of any description, horses and other animals passing over the bridge, and also rates, tolls, and duties for the use of the tramways, and to confer, vary, or extinguish exemptions from tolls, rates, and duties.

To incorporate a Company and to confer upon them all necessary powers to enable them to make and maintain the intended bridge, approaches, and works, and to authorize such Company to sell or let on lease, and the Mayor, Aldermen, and Burgesses of the borough of Kingston-upon-Hull, or the Local Board of Health of the borough, to purchase or take on lease the said bridge, approaches, and works, in such manner and at such period, and on such terms, as may be prescribed in or authorized by the Bill.

To authorize the said Mayor, Aldermen, and Burgesses, or Local Board of Health, to undertake the construction of the said bridge, approaches, and works, either wholly or in part, and either with or without the incorporation of a Company, and to enable either of them to carry into effect the objects of the Bill.

To authorize the appropriation, for the purpose of constructing such bridge, approaches, and works, or for the purchase or lease thereof, or for any contribution towards the expense of the works, or the taking of shares in the capital of the company, of any monies under the control of such Mayor, Aldermen, and Burgesses, or Local Board, or the application of the borough fund, or any district or other rates, and to authorize the raising of money on mortgage of such fund or rates, or of the lands, property, and hereditaments of the said Mayor, Aldermen, and Burgesses.

To authorize the Dock Company at Kingston-upon-Hull, the North-Eastern Railway Company, the Manchester, Sheffield, and Lincolnshire Rail-

way Company, or any of such Companies, the said Mayor, Aldermen, and Burgesses, and the Local Board of Health, or any of them, to subscribe towards and hold shares in the capital of the intended Company, or otherwise to contribute towards the execution or maintenance of the works to be authorized by the Bill, and to raise money by shares or mortgage for such purposes.

To authorize agreements with the Hull Dock Company, the North-Eastern Railway Company, the Manchester, Sheffield, and Lincolnshire Railway Company, or any other parties with reference to the use of the intended tramways, and the payments to be made in respect thereof either by way of tolls, or fixed rent, or otherwise.

To authorize agreements with Her Majesty's Commissioners of Woods, Forests and Land Revenues, and the said Mayor, Aldermen, and Burgesses, or one of them, with reference to the Citadel lands and the construction of the approaches and works, the lands to be used, the grant of any lands, or the payments to be made for any lands or otherwise.

To vary or extinguish all rights or privileges which will interfere with the objects of the Bill.

To alter, amend, and enlarge, for the purposes of the Bill, any of the Acts relating to any of the Companies or parties before-mentioned.

On or before the 30th day of November instant, duplicate plans and sections, describing the line, situation, and levels of the intended bridge, approaches, and other works, 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 town and county of the town of Kingston-upon-Hull, at his office in Hull, and with the Clerk of the Peace for the East Riding of the county of York, at his office at Beverley, in the said county; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to the parishes and extra-parochial places aforesaid, in or through which the works are intended to be made, and a copy of the Gazette notice will be deposited with the parish clerk of each such parish, at his residence; and in respect of the parishes or extra-parochial places of Garrison Side and the Citadel, will be deposited with the parish clerk of the adjoining parish of Drypool, at his residence.

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

Dated this 14th day of November, 1861.

Moss and Lowe, Solicitors for the Bill.

Wareham Turnpike Roads.

(Continuation of Term; Repeal or Amendment of Act; Alteration of Tolls and of the application thereof: Consolidation of Branches; New Roads and conversion of Highways into Turnpike; Relinquishment of certain Roads as Turnpike; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to alter, amend, extend, continue, and enlarge the powers and provisions of the (local and personal) Act, 11 George the Fourth, chapter 101, intituled "An Act for

more effectually Repairing and Improving several Roads leading from the Market Cross, in the town of Wareham, and in Purbeck, in the county of Dorset," and to continue and extend the term granted by the said Act, or any further term granted by any subsequent Act in extension of the original term, or to repeal the said Act, either wholly or in part, and to create a further term, and make further provisions with reference to the said roads, or some part or parts thereof; and in the said intended Act, powers and provisions will be inserted for authorizing or effecting all or some of the objects and purposes following; that is to say:—

To continue or alter the tolls now authorized by the said recited Act, or some of them, and to levy the same or other or new tolls in lieu thereof, or in addition thereto, on or in respect of the said roads, or some of them, or some parts thereof, and to vary the mode of levying, and collecting tolls on the said roads, and to vary the application of the same, and to confer, vary, or extinguish exemptions from the payments of such tolls.

To pay off, compound for, reduce, vary, or extinguish or make other arrangements with respect to the mortgages, interest, arrears of interest, debts, or other charges or liabilities owing on the said roads, and on the credit of the tolls collected upon the said roads, to fix and determine the rate of interest to be hereafter paid in respect of the existing and future mortgage debt of the trust, to change the securities upon which the principal sums advanced for purposes of the said roads, or some of them, and the interest thereon, are now charged; to alter the existing mode of charging the said principal sums and interest, and of paying off the existing mortgagees and other creditors, and to vary or extinguish some of the rights, privileges, and remedies of the mortgagees and other creditors of the trust, and to borrow money to pay off existing mortgages, debts, and liabilities, and to confer, vary, or extinguish other rights and privileges.

To make further and additional provisions for the repair, improvement, and maintenance of the roads, for the time being, belonging to the said trust, and the regulation of the said trust, and the application or appropriation of the income or revenue thereof, and especially to repeal the provisions in the said recited Act contained with reference to the application of the monies arising from the tolls collected on the several branch roads in that Act mentioned, and to make other provisions in lieu thereof; and to consolidate, unite, or alter the districts, divisions, or branches of the said roads, or some of them, and to alter or vary the application of the money arising from the tolls collected upon the said roads, and the several branches thereof, or some of them, and to make other provisions with respect to the ordering, arranging, and confirming the securities of the creditors upon the tolls authorized to be collected on the said roads, and the several districts, divisions, or branches thereof, or some of them, and to carry into effect all arrangements incidental to such consolidation.

To enable the trustees, acting in pursuance of the said Act, to relinquish or abandon as turnpike the following roads, or parts of roads, viz.:

1. So much of the present turnpike road from the town of Swanage, through the hamlet or tithing of Ulwell, to the top of Ninebarrow Down, at the east end of the said Down, as is situate between the foot of the said Down, at or near a place called Forked Down End, in the parish of Studland, where the said road joins the public highway leading towards Studland, and the top of Ninebarrow Down aforesaid, in the parish of

Langton Matravers, and which portion of the said road so to be relinquished or abandoned, is situated in the parishes of Studland, Swanage, and Langton Matravers, all in the county of Dorset.

2. The road leading from and out of the high road from Wareham to Swanage at Kingston, in the parish of Corfe Castle, by a mill called Puddle Mill, through the parishes of Corfe Castle, Church Knowle, Steeple, and Tyneham, to the bottom of Whiteway-hill, in the high road from Langton Matravers to East Lulworth, and which said road so to be relinquished or abandoned is situated in the parishes of Corfe Castle, Church Knowle, Steeple, and Tyneham, all in the county of Dorset.

3. So much of the present turnpike-road leading from Wareham to Swanage as is situate between a point on the said road situate at or near a dwelling-house, in the parish of Corfe Castle, called Townsend, in the occupation of William Shitler, 530 feet, or thereabouts, in a north-easterly direction from the fifth milestone from Wareham, on the said road, and a point on the said road at or near a certain gate in the parish of Langton Matravers, abutting on the said road, and leading to Leeson House, which last-mentioned point is distant 184 feet or thereabouts, in a westerly direction from the south-west corner of a certain house, in the occupation of Susan Kerley, which said road so to be relinquished or abandoned is situated in the parishes of Corfe Castle, Worth Matravers, and Langton Matravers, and for which last-mentioned road the new road, firstly hereinafter mentioned, is proposed to be substituted.

4. The road leading from Worgret, in the parish of Lady Saint Mary, Wareham, to a place called Cloud's Hill, which road so to be relinquished or abandoned is situated in the parishes of Lady Saint Mary, Wareham, East Stoke, Bere Regis, Wool, and Moreton, all in the county of Dorset.

5. So much of the present turnpike road, leading from Wareham to Bere Regis as is situate between a point on the said road, in the parish of Bere Regis, near a close of arable land in the occupation of George Cobb, where the said road crosses the Wimborne and Piddletown, turnpike road leading from Bere Regis to Poole, and a point where the said road joins another branch of the said Wimborne and Piddletown turnpike road leading from Bere Regis to Wimborne, at or near a dwelling-house or toll-house in the occupation of Frederick Diffey, and which said portion of road so to be relinquished or abandoned is situated in the parish of Bere Regis, in the county of Dorset.

6. So much of the present turnpike-road leading from Sandford Bridge towards the turnpike road leading from Poole to Blandford, at or near Spettisbury, as is situate between a point in the parish of East Morden, where the said turnpike-road from Sandford Bridge crosses the said Wimborne and Piddletown turnpike road, at or near Morden Park corner, and a point on the said turnpike-road from Sandford Bridge, in the said parish of East Morden, situate 200 yards or thereabouts south of a place, heretofore called the World's End turnpike gate, and which said portion of road so to be relinquished or abandoned is situated in the parish of East Morden, in the county of Dorset.

To release the trustees acting in pursuance of the said Act, from all obligations to keep in repair and maintain the said roads, and parts of roads, or some of them, so to be relinquished, and to prohibit the collection of any tolls thereon by the said trustees.

To confer upon the said trustees all necessary and proper powers to make, widen, improve, and maintain the new roads following, or some or one of them; that is to say:—

1. A new line of road commencing from and out of and by a junction with the said turnpike road from Wareham to Swanage, in the parish of Corfe Castle, at a point on the said road, situate at or near a dwelling-house called Townsend, in the occupation of William Shitler, 530 feet or thereabouts in a north-easterly direction from the fifth milestone from Wareham, on the said road, and passing thence in a south-easterly direction along the existing highway there, and terminating by a junction with the same turnpike road at or near a certain gate in the parish of Langton Matravers, abutting on the said turnpike road, and leading to Leeson House, which gate is distant 184 feet or thereabouts in a westerly direction from the south-west corner of a certain house, in the occupation of Susan Kerley, and at or near which gate the said highway now enters the said turnpike road, in the parish of Langton Matravers, and which said new line of road will pass from or through, or into, and be situate in the parishes of Corfe Castle, Worth Matravers, and Langton Matravers, all in the county of Dorset.

2. A new line of road commencing in the parish of East Stoke, from and out of the turnpike road leading from Wareham to Wool, at or near the second milestone from Wareham on such turnpike road, and terminating in the said parish of East Stoke by a junction with the turnpike road leading from East Lulworth, at or near to Holme Bridge, and which said new road will be wholly situate in the parish of East Stoke, in the county of Dorset.

3. A new line of road commencing in the parish of East Stoke by a junction with the turnpike-road leading from Holme Bridge, across Holme Bottom, towards East Lulworth, at a point distant one mile or thereabouts in a south-westerly direction from the said bridge, thence following the line of the existing highway there and terminating in the parish of East Lulworth by a junction with a certain highway leading from East Lulworth to Coombe Keynes, and which new road will pass from, or through, or into, and be situate in the parishes and places of East Stoke, Holme otherwise West Holme, Tyneham, and East Lulworth, all in the county of Dorset.

And it is also intended for the purpose of making the said new roads to enable the said trustees to convert and make into turnpike roads the whole or some parts of the existing highways in the line of the said new roads, and to make, improve, and maintain all necessary bridges, viaducts, culverts, and other works connected with the said new roads.

To make and maintain in connection with the said new roads all such communications, works, and conveniences, as the said trustees may think necessary.

To deviate from the lines of the said new roads to the extent shewn on the plans hereinafter mentioned, and to cross, break up, alter, or stop up, either temporarily or permanently, any roads, railways, highways, footpaths, streams, and other works in the lines of the said new roads in the several parishes and places aforesaid, or any of them, which it may be necessary to cross, break up, alter, or stop up, for the purposes of the said roads, and to purchase, by compulsion or otherwise, any lands or houses which may be required for the purposes of the said roads, or connected therewith, or any roads, railways, highways, footpaths, streams, and other property or works

which may be interfered with by the said new roads.

To vary, repeal, or extinguish all existing rights, privileges, or exemptions in any manner connected with the lands and houses to be taken or used for the said new roads, which would in any manner interfere with the construction, maintenance, or use of the said new roads, or with the application of the site of any portion of the said highways which may become unnecessary, and may be abandoned and used for any of the purposes to be authorized by the said intended Act.

To erect and maintain turnpike-houses, gates, and toll-bars, upon or on the sides of the said new roads, and to levy tolls, rates, and duties for or in respect of the use of the said new roads, and to confer exemptions from the payment of such tolls, rates, and duties, and to confer other rights, privileges, and exemptions.

To authorize the said trustees to borrow money on mortgage or bond, or otherwise, on the security of such tolls, rates, and duties, and of the tolls, rates, and duties to be levied under the powers of the said intended Act, for the several purposes to be thereby authorized, and to charge upon the said tolls, rates, and duties any sums to be subscribed or advanced for the purposes of the said new roads, or of the said intended Act, and to enable the inhabitants of the respective parishes and places aforesaid to contribute money out of the highway rates of those parishes and places towards the expense of constructing the said new roads, and also to authorize the said trustees to apply the moneys and funds which may be in the hands of the present trustees, or of their treasurer, for the purposes of the said Act.

And notice is hereby further given, that on or before the 30th day of November, in the present year, duplicate plans and sections of the said new roads, together with a book of reference to such plans, containing the names of the owners or reputed owners, and lessees or reputed lessees, and of the occupiers of the lands and houses intended to be taken, 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 Dorset, at his office in Sherborne, in the said county; and on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes and places in or through which the said new roads are intended to be made, will be deposited, with a copy of this notice as published in the London Gazette, in the case of each such parish with the parish clerk thereof, at his place of abode; and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his place of abode.

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

Dated this fourth day of November, 1861.

Thomas Phippard, Wareham, Solicitor for the Bill.

Simson, Traill, and Wakeford, 1, Great College-street, Westminster, Parliamentary Agents.

Winchester Road.

(Continuation of Term; Repeal or Amendment of Act; and Alteration of Tolls and Rate of Interest.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to

alter, amend, vary, continue, and enlarge the powers and provisions of an Act passed in the first year of the reign of His late Majesty King William the Fourth, intituled "An Act for more effectually repairing and improving the road from Lower Saint Cross Mill Lane, on the road from the city of Winchester to Southampton, to Park Gate on the Road from Southampton to Gosport, in the county of Southampton," or to repeal the said Act, and to grant, further, better, and more effectual powers instead thereof, and to continue and to extend the term granted by the said Act.

And in the said Act powers will be applied for to levy and collect tolls upon the said road; to alter or vary the tolls, rates, or duties authorized by the said Act to be taken, or which can now be collected upon the said road; to confer, vary, or extinguish exemptions from payment of tolls, rates, or duties; to alter and regulate the application and expenditure of the monies arising from such tolls, rates, and duties; and to confer, vary, or extinguish other rights and privileges.

And provision is also intended to be made in the said Act with reference to the payment of the interest and principal of the mortgage debts due, and owing upon the credit of the tolls, rates, and duties collected on the said road, and for altering the rate of interest now payable, and for fixing the rate of interest to be hereafter paid in respect of such debts, or the proportion of tolls, rates, or duties to be applied in payment of interest and principal, and for making other arrangements with respect to the existing mortgage debts, and the arrears of interest due thereon, and with respect to the liquidation of other charges and liabilities upon the said road.

And notice is hereby also given, that printed copies of the said 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 13th day of November, 1861.

Woodbridge and Son, Winchester, Solicitors for the Bill.

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

Tyne General Ferry Company.

(Incorporation of Company; Establishment of ferries and their maintenance; Purchase or lease of undertaking of North and South Shields Ferry Company; Traffic arrangements with North Eastern and Blyth and Tyne Railway Companies; Repeal of Restrictions and Penalties; Arrangements with Tyne Improvement Commissioners; Amendment of Acts.)

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

To incorporate a Company, and to regulate their capital and powers of raising and borrowing money, and to confer upon such Company powers of establishing, purchasing, and maintaining steam and other vessels for the conveyance of passengers, goods, animals, and other articles and things, on, along, and across the River Tyne, and between any landing-place upon one part of the river and any landing-place upon any other part of the river.

To authorize the Company to acquire, lease, or purchase by agreement any landing-place, jetties,

stairs, quays, approaches, or other works, or lands, or buildings upon the River Tyne, or the banks or shores thereof, or adjoining or near thereto, in the counties of Northumberland and Durham, and the town and county of the town of Newcastle-upon-Tyne, or any of them, and to authorize the Company and the Tyne Improvement Commissioners to enter into and carry into effect any arrangements as to the exercise by those Commissioners of the powers conferred upon them by the Tyne Improvement Act, 1861, for the licensing, erecting, and providing of landing-places, and as to the establishing and maintaining of ferries, and as to the purchase, lease, or use thereof by the Company, upon such payments or advances, either in gross or annual sums, or by way of loan, or for such considerations as may be authorized by the Bill.

To repeal all such provisions of the Act hereinafter recited, 10 Geo. IV, cap. 98 (Local and Personal), or of any other Act as impose any restriction or penalty for carrying passengers for hire across the River Tyne, within the limits therein referred to.

To authorize the purchase and lease of any rights of ferry upon or across the River Tyne within the limits of the intended Bill.

To authorize the intended Company to purchase, and the North and South Shields Ferry Company to sell, the undertaking of the last-mentioned Company, and all the steam and other vessels, plant, landing-places, approaches, lands, and property, rights, powers, and privileges of such Company, or any of them, and upon purchase to enable the intended Company to exercise all such rights, powers, and privileges, whether under the Acts hereinafter referred to or otherwise.

To authorize the intended Company to take on lease, and the North and South Shields Ferry Company to grant a lease of the undertaking of such last-mentioned Company, and of their lands, vessels, landing-places, rights, and privileges, and to enable the intended Company upon such lease to exercise all such rights, powers, and privileges.

To authorize the intended Company, and the North and South Shields Ferry Company, to enter into and carry into effect any agreement or arrangement for the amalgamation of their respective undertakings, or for any subscription by the last-mentioned Company to the capital of the intended Company, or such other arrangements as may be authorized by or prescribed in the Bill.

To authorize the intended Company, and the North Eastern and Blyth and Tyne Railway Companies, or either of such Companies, to enter into and carry into effect arrangements for the conveyance of passengers, goods, and animals, by those Railway Companies, or either of them, upon their respective railways, and by the intended Company across and upon the river, and between any of the landing-places on the river used by the intended Company, or any other place on the river, and any quays, piers, jetties, or landing-places belonging to or used by those Railway Companies, or either of them, and with reference to the interchange of traffic, and the payments to be made, the accommodation to be provided by either Company, party to the agreement, the tolls, fares, and charges, and the apportionment thereof or otherwise.

To enable the Tyne Improvement Commissioners to subscribe for, and hold shares in, the capital of the intended Company, or to advance money to such Company, or to contribute thereto, either by the construction of works or otherwise, and to pay

such subscriptions, advances, or contributions out of the Tyne Improvement Fund.

To authorize the intended Company to levy rates, tolls, and duties, for the use of the steam-vessels, ferries, landing-places, and works, and to confer exemptions from such rates, tolls, and duties.

To enable the intended Company to use the quays, stairs, or landing-places of the Northumberland Docks belonging to the Tyne Improvement Commissioners, and of the Tyne Docks at Jarrow, belonging to the North-Eastern Railway Company, and also the quays or landing-places of any public docks or piers hereafter to be provided, upon such terms and conditions as may be prescribed in the Bill.

To vest in or authorize the intended Company to acquire and maintain the existing landing-places at Quay-side, Newcastle-upon-Tyne, Mushroom, Felling, Saint Anthony's, Walker, Howdon, Hebburn, Jarrow, South Shields, North Shields, New Quay, and Priors' Haven, Tynemouth, now used by the Red Star line of steam-packets, and also to provide and maintain any additional landing-places within the limits of the River Tyne as hereinafter defined.

To provide for the good government and police of the ferries and landing-places, for the regulation and licensing of porters, for the making of bye-laws and imposing penalties, for the dredging of the river so as to afford access to the landing-places, and for the laying down of moorings and other works and conveniences for the use of vessels thereat.

The Bill will, if needful, alter existing rates, tolls, and duties, confer exemptions from existing rates, tolls, and duties, and vary and extinguish exemptions from rates, tolls, and duties, and will vary and extinguish any rights and privileges which will interfere with the objects of the Bill.

It is intended, if and so far as necessary, to alter and amend the following Acts, namely, the Act 10 Geo. IV, cap. 98, intituled "An Act for establishing a Ferry across the River Tyne, between North Shields, in the county of Northumberland, and South Shields, in the county of Durham, and for opening and making proper roads, avenues, ways, and passages to communicate therewith;" "The Tyne Direct Ferry Act, 1848;" "The River Tyne Improvement Act, 1850;" "The Tyne Improvement Act, 1852;" "The Tyne Improvement Act, 1857;" "The Tyne Improvement Act, 1859;" and "The Tyne Improvement Act, 1861;" "The North-Eastern Railway Company's Act, 1854;" and 17 & 18 Vict., cap. 164 (local and personal), and the several other Acts relating to the North-Eastern Railway Company; also, "The Blyth and Tyne Railway (Consolidation and Extensions) Act, 1854;" and the Amendment Acts, 1857, and 1861.

The provisions of the Bill and the powers of the Company will extend to the River Tyne, and ports of Newcastle-upon-Tyne and Shields, and all places within the jurisdiction of the Tyne Improvement Commissioners as defined in the Tyne Improvement Acts before-mentioned, and as extended by "The Tyne Improvement Act, 1861."

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

Dated this 12th day of November, 1861.

Laws, Glynn, and Mayson, Solicitors,
39, Grey Street, Newcastle-upon-Tyne

Birkenhead Docks and West Cheshire Junction Railways.

(Incorporation of Company; Power to make Railways from Birkenhead Docks to the West Cheshire Railways, with Branches therefrom; Diversion of Roads; Compulsory Purchase of Lands; Tolls; Power to the Manchester, Sheffield, and Lincolnshire Railway Company, the Midland Railway Company, and the Great Northern Railway Company, to subscribe towards the Undertaking; Running Powers over the lines of rail of the Mersey Docks and Harbour Board, the Birkenhead Railway, the Railways authorized by the Birkenhead Railway Act 1859, the West Cheshire Railways, the Cheshire Midland Railways, and the Manchester South Junction and Altrincham Railway; Working arrangements with the above-mentioned and following Companies: the Manchester, Sheffield, and Lincolnshire Railway; the Great Northern Railway; the London and North Western Railway; the Great Western Railway; and the Midland Railway Companies; 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 for making and maintaining the railways hereinafter mentioned, or some or one of them, or some part or parts thereof, together with all necessary and convenient or incidental works, stations, approaches, bridges, roads, or communications, and to confer upon the Company to be thereby incorporated hereinafter, called "the Company," all necessary and proper powers for effecting the objects hereinafter mentioned, or some or one of them; that is to say:

Railway No. 1.

A railway commencing at a point at or near the junction of the public road leading from Seacombe Ferry westwardly, with the new public road running along the west side of the North Reserve from Seacombe Ferry to the Birkenhead Docks, upon or near the site of three messuages, belonging to Charles Cook and Nathaniel Cook, in the occupation of Elizabeth Chesney and others, in the township of Poolton-cum-Seacombe, in the parish of Wallasey, in the county of Chester, and thence passing from, in, through, or into the several parishes, townships, and extra parochial and other places following; that is to say: *Poolton-cum-Seacombe, Liscard, Wallasey, Birkenhead, Bidston, and Bidston-cum-Ford*, all in the county of Chester, or some or one of them, and terminating in a field known as *Town Moss*, belonging to Robert Vyner, Esq., and in the occupation of Mr. William Willcox, in the rear of the School House, in Bidston aforesaid, at a point about 200 yards to the northward of the said School House, in the township of Bidston-cum-Ford, in the said parish of Bidston.

Railway No. 2.

A railway commencing by a junction with the hereinbefore described Railway, No. 1, at the hereinbefore described termination thereof, in the aforesaid field, belonging to Robert Vyner, Esq., and thence passing from, in, through, or into the several parishes, townships, and extra parochial places following; that is to say: *Bidston-cum-Ford, Bidston, Noctorum, Oxton, Woodchurch, Landican, Prenton, Storeton, Little Storeton, and Bebbington*, all in the county of Chester, or some or one of them, and terminating in a field, known

as *Upper Lilly Field*, belonging to Thomas Brocklebank, Esq., in the occupation of William Turner, Esq., and situate to the southward of and contiguous to the lane or road leading from Landican to Little Storeton, in the township of Storeton, in the parish of Bebbington, in the said county of Chester, at or near a point about 50 yards to the westward of the gate, by which the said field is entered from the said lane or road.

Railway No. 3.

A railway commencing by a junction with the hereinbefore described railway No. 2, at the hereinbefore described termination thereof in the aforesaid field, belonging to Thomas Brocklebank, Esq., and thence passing from, in, through, or into the several parishes, townships, and extra-parochial places following (that is to say): *Storeton, Higher Bebbington, Bebbington, Lower Bebbington, Brimstage, Thornton-lough, Bromborough, Willaston, Raby, Hinderton, Great Neston, Little Neston, Ness Neston, Burton, Puddington, Shotwick, Woodbank, and Shotwick Park*, all in the county of Chester, or some or one of them, and terminating in a field known as *The Meadow*, belonging to Harry Brereton Trelawney Esq., and in the occupation of Mr. John Rutter, situate in the extra-parochial liberty of Shotwick Park, in the parish of Shotwick, in the said county, on the westernly side of the turnpike road, leading from Chester to Parkgate, opposite a point in the said road, about sixty-five yards on the southernly side of the fifth mile stone out of Chester.

Railway No. 4.

A railway commencing by a junction with the hereinbefore described railway No. 3, at the hereinbefore-mentioned termination thereof, in the aforesaid field, belonging to Harry Brereton Trelawney, Esq., and thence passing from, in, through, or into the several parishes, townships, and extra-parochial places following (that is to say): *Shotwick Park, Great Saughall, Shotwick, Great Mollington, Lea, Chorlton-by-Backford, Caughall, Backford, Saint Mary on the Hill, Wervin, Saint Oswald, Picton, Mickle Trafford, and Plemonstall*, all in the county of Chester, or some or one of them, and terminating in a field known as *The Green Piece*, belonging to the Earl of Shrewsbury and Talbot, and in the occupation of Mrs. Martha Davies, situate in the township of Mickle Trafford, in the parish of Plemonstall, in the said county, on the southernly side of the turnpike road leading from Chester to Warrington, and abutting thereon, and about 190 yards from the junction of the said road with the road leading to Plemonstall Church.

Railway No. 5.

A railway commencing by a junction with the hereinbefore described railway No. 4, at the hereinbefore-mentioned termination thereof, in the aforesaid field belonging to the Earl of Shrewsbury and Talbot, and thence passing from, in, through, or into, the several parishes, townships, and extra-parochial places following (that is to say): *Mickle Trafford, Plemonstall, Great Barrow, Little Barrow, Barrow, Horton-cum-Peele, Mouldsworth, Ashton juxta Tarvin, and Tarvin*, all in the county of Chester, or some or one of them, and terminating by a junction with the authorized line of the West Cheshire Railways Company, in a field known as "*Birch Lot*," belonging to William Atkinson, Esq., and in the occupation of Denis Wright, in the township of Mouldsworth, in the parish of Tarvin, in the said county of Chester,

and numbered 25 in the deposited Parliamentary plans of Railway, No. 1, of the said West Cheshire Railways Company, and which plans were deposited with the Clerk of the Peace for the county of Chester, in the month of November, 1860.

Railway No. 6.

A railway commencing by a junction with the hereinbefore described Railway, No. 1, at the hereinbefore described termination thereof in the aforesaid field belonging to Robert Vyner, Esq., in Bidston aforesaid, and thence passing from, in, through, or near the several parishes, townships, and extra-parochial places following (that is to say): Bidston-cum-Ford, Bidston, Claughton-cum-Grange, and Birkenhead, all in the county of Chester, or some or one of them, and terminating at a point upon or near the site of certain dwelling-houses, belonging to John Laird, Esq., and the garden in front thereof, occupied by Thomas Lloyd and others, on the north side of Cathcart-street, and west side of Corporation-road near the junction of the said streets or roads called Cathcart-street and Corporation-road, in the township and extra-parochial chapelry of Birkenhead, in the said county of Chester.

Railway No. 7.

A railway, wholly situate within the township or extra-parochial chapelry of Birkenhead aforesaid, commencing by a junction with the hereinbefore described Railway No. 6, at a point in or upon a piece of vacant land reputed to belong to William Allcard, Esquire, lying to the westward of, and contiguous to, Corporation-road, and between Wellington-street and Cavendish-street, all in Birkenhead aforesaid, about 70 yards west from Corporation-road aforesaid, and terminating upon a piece of land, pier, or quay, belonging to the Mersey Docks and Harbour Board, on the northward side of Woodside Ferry, at or near a point opposite to and about 30 yards to the westward of the northernmost bridge connecting the said pier or quay with the new landing stage, now being constructed and placed in the river Mersey, to the eastward of the said land, pier, or quay, and opposite to Woodside Ferry in the extra-parochial chapelry of Birkenhead, in the said county.

Railway No. 8.

A railway commencing by a junction with the hereinbefore described Railway, No. 2, at the hereinbefore described termination thereof, in the aforesaid field, belonging to Thomas Brocklebank, Esq., and thence passing from, in, through, or into the several parishes, townships, and extra-parochial places following (that is to say): Storeton, Little Storeton, Higher Bebbington, Lower Bebbington, Bebbington, Brimstage, Poulton-cum-Spital, Bromborough, Thornton Hough, Raby, Neston, Little Neston, Willaston, Thornton, Childer Thornton, Hooton, and Eastham, all in the county of Chester, or some or one of them, and terminating by a junction with the Birkenhead Railway on the northwardly side of the bridge at or near the Hooton Station of the said railway, at a point about 50 yards from the northwardly side of the said bridge, in the township of Hooton, in the parish of Eastham, in the said county.

Railway No. 9.

A railway commencing by a junction with the hereinbefore described Railways, Nos. 3 and 4, at their point of junction in the aforesaid field known as "The Meadow," belonging to Harry Brereton

Tre'awney, Esq., and thence passing from, in, through, or near the several parishes, townships, extra-parochial, and other places following (that is to say): Shotwick Park, Shotwick, Great Saughall, Little Saughall, Little Mollington, Blacon-cum-Crabhall, the Holy and Undivided Trinity Saint Mary-on-the-Hill, Saint Oswald, the city of Chester, and the county of the city of Chester, in the said county of Chester, or some of them, and terminating in a field known as Major Cotton's Field, belonging to the Ecclesiastical Commissioners for England, and in the occupation of Messrs. John and Joseph Huxley, situate in the township of Saint Oswald, in the parish of Saint Oswald, in the city of Chester, in the county of the same city, on the westwardly side of North-gate-street and the Turnpike-road leading from Chester to Park-gate, near to the junction of the said last-mentioned road, with the Turnpike-road leading from Chester to Birkenhead, bounded on the easternly side thereof by dwelling-houses, lands, and gardens, belonging to the said Ecclesiastical Commissioners, and in the occupation of Richard Bryan and others; on the westernly side thereof by a certain public road, known as Garden-lane; on the northernly side thereof in part by a garden or part of a garden, belonging to the representatives of the late John Brayne Hostage, and in the occupation of Mary Hostage, and in other part by a field belonging to the said Ecclesiastical Commissioners, or Mr. John Edward Norton, and in the occupation of Mr. John Evans Brassey; and on the southernly side thereof by lands and gardens belonging to the said Ecclesiastical Commissioners, and in the occupation of Mr. William Rawling Bainbridge, James Wakefield, and others.

Railway No. 10.

A railway commencing, by a junction with the hereinbefore described Railway, No. 2, in a field belonging to Robert Vyner, Esq., to the northward of and contiguous to the Turnpike-road from Bidston to Haylake, in the occupation of Edward Parkinson, and adjoining the School-house, in Bidston aforesaid, at a point about 100 yards to the southward of the point of junction of the hereinbefore described Railways, Nos. 1 and 2, in the aforesaid field, belonging to Robert Vyner, Esq., in the township of Bidston-cum-Ford aforesaid, and thence passing from, in, through, or into the several parishes, townships, and extra-parochial and other places following (that is to say): Bidston-cum-Ford, Bidston, Moreton, Saughall, Massey, Great Meolse, Hoose, Little Meolse, Heylake, and West Kirby, in the county of Chester, or some or one of them, and terminating in a field known as part of the Common, on the eastward side of, and contiguous to, the Turnpike-road from Haylake to Birkenhead, belonging to Lord Stanley of Alderley, and in the occupation of William Croxton, in the township of Little Meolse, in the parish of West Kirby, in the said county of Chester, at a point about 50 yards to the southward of the dwelling-house occupied by the said William Croxton.

To authorize the Company to make an alteration or diversion of the street or road known as Shore-road, in the township or extra-parochial chapelry of Birkenhead, in the county of Chester, such alteration or diversion to commence at or near the south-eastern corner of certain premises upon the westwardly side of Shore-road aforesaid, belonging to the trustees of the late Francis Richard Price, Esq., in the occupation of Messrs. Crowe and Williams, and thence running west-

wardly 45 feet in width over and along the southern boundary of the said premises, so occupied as aforesaid by Messrs. Crowe and Williams, into Canning-street, in the said township or extra-parochial chapelry of Birkenhead aforesaid.

And it is proposed by the said intended Act to take power to stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads and highways, railways, tramways, aqueducts, canals, streams, and rivers within the aforesaid parishes, townships, extra parochial and other places, or any of them, as it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended railways and works, or any of them.

And it is also proposed by the said intended Act to take power to purchase, by compulsion or otherwise, any lands and houses for the purposes of the said intended railways and works, or some of them, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance, and use of the said intended railways and works, or any of them, and to confer other rights and privileges, and also to levy tolls, rates, and duties for or in respect of the use of the said intended railways and works, or any of them.

And notice is hereby further given, that plans and sections of the said intended railways 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, or reputed owners, lessees, or reputed lessees, and occupiers of such lands and houses, together with a published map, with the lines of the intended railways delineated thereon, and a copy of this notice, as published in the London Gazette, will be deposited on or before the 30th day of November instant, with the Clerk of the Peace for the county of Chester, at his office, in Chester; and with the Clerk of the Peace for the county of the city of Chester, at his office in Chester aforesaid, 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 railways 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 abode.

And it is also proposed by the said intended Act to authorise the Manchester, Sheffield, and Lincolnshire Railway Company, the Midland Railway Company, and the Great Northern Railway Company, or either of them, out of their corporate or other funds, or out of money to be raised under the powers of the said intended Act, to take shares in, and to subscribe for or towards the making, maintaining, working, and using the said intended railways and works, or any part thereof, and to raise money, by mortgage, of any part of their undertakings for the purposes aforesaid, or any of them, and to increase their capital by the creation of new or additional shares or stock, with or without any preference or priority in payment of dividends, or by such other ways and means as may be prescribed in the proposed Act; to enable such Company so subscribing to guarantee the payment of interest or dividend upon the whole or any portion of the capital of the Com-

pany, and to exercise certain rights and privileges with reference to the intended Company, as to the appointment of Directors or otherwise, as may be prescribed by the said intended Act.

And it is also proposed by the said intended Act to take power to enable the Company, and all persons and corporations lawfully using the whole or any part of the intended Railways of the Company, their officers and servants, to run over, work, and use with their engines and carriages of every description, and for the purposes of their traffic upon such terms (in default of agreement) as shall be settled by the Board of Trade, or by arbitration, or otherwise, all or any part of the Railways and Works authorized to be constructed by the Birkenhead Railway Act, 1859, and all or any part of the lines of railway stations, watering places, engines, sidings, machinery, works, docks, quays, piers, landing stages, roads, and conveniences of the Corporations or Companies' following, or any, or either of them, or of their or any of their lessees and assigns, that is to say: the Mersey Docks and Harbour Board, the Birkenhead Railway Company, the West Cheshire Railways Company, the Cheshire Midland Railway Company, and the Manchester South Junction and Altrincham Railway Company.

And it is also proposed by the said intended Act to take powers for effectually securing the due interchange, accommodation, protection, and direct and speedy transmission of traffic passing to, from, or over all or any part of the intended Railways of the Company, or to, from, or over the Railways of the before mentioned Companies, or of the Mersey Docks and Harbour Board, or the railways of the Manchester Sheffield, and Lincolnshire Railway Company, the Great Northern Railway Company, the London and North-Western Railway Company, the Great Western Railway Company, the Midland Railway Company, the Chester and Holyhead Railway Company, and the Shrewsbury and Chester Railway Company, or any or either of them, and for ensuring all requisite or desirable facilities for those purposes, and in default of agreement for referring to the Board of Trade, or to arbitration, the terms and conditions upon which such interchange, accommodation, protection, transmission, and other facilities are to be afforded and effected, and so far as may be necessary for the objects and purposes of the said intended Act, to alter the tolls and charges which the said Companies, or Board, or any or either of them are now authorised to take, and to confer, vary, or extinguish exemptions from the payment thereof, and to confer, vary, or extinguish other rights and privileges.

And it is also proposed to take power to enable the Company and the before-mentioned Companies, and Board, or any or either of them, to enter into agreements for an interchange of traffic, and for respectively working and using their respective lines of railway and works, or any or either of them.

And it is intended to incorporate with the said Act, "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," or some part or parts thereof.

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 Chester and Holyhead Railway Company, namely: 7 and 8 Vic., cap. 65; 8 and 9

Vic., cap. 33; 10 and 11 Vic., caps. 147, 162, and 238; 11 and 12 Vic., cap. 60; 12 and 13 Vic., cap. 41; 13 and 14 Vic. cap. 111; 14 Vic. cap. 21; and 15 Vic., caps. 21 and 131; 17 and 18 Vic., caps. 168 and 222; 21 and 22 Vic., caps. 130 and 146; and the Public General Act, 22 and 23 Vic. cap. 60; 23 and 24 Vic., cap. 149, and any other Acts relating to that Company; and the following Acts relating to the Shrewsbury and Chester Railway, viz.: 7 and 8 Vic., cap. 99; 8 and 9 Vic., caps. 42 and 115; 9 and 10 Vic., caps. 250, 251, 274, and 275; 10 and 11 Vic., cap. 144; 12 and 13 Vic., cap. 55; 14 and 15 Vic., cap. 131; 15 and 16 Vic., cap. 146; 17 and 18 Vic. caps. 130, 192 sect. 3 and 222; 21 and 22 Vic., cap. 92, sect. 75, and any other Acts of the said Company: and the following Acts relating to the Birkenhead Railway Company, viz.: 15 and 16 Vic., cap. 167; the Birkenhead Railway Act, 1859, and the Birkenhead Railway (vesting) Act, 1861; and any other Acts relating thereto, and the following Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company, viz.: 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., cap. 75 and 113; 22 and 23 Vic., cap. 5; 23 and 24 Vic., cap. 15; and 24 and 25 Vic., caps. 66 and 86, and any other Acts relating to that Company, and the following Acts relating to the Great Northern Railway, 9 and 10 Vic., cap. 71; 10 and 11 Vic., cap. 148; 11 and 12 Vic., cap. 114; 14 and 15 Vic., cap. 45; 16 and 17 Vic., cap. 60; 18 and 19 Vic., cap. 124; 20 and 21 Vic., cap. 138; 21 and 22 Vic., cap. 113; 22 Vic., cap. 35; 23 and 24 Vic., caps. 67 and 168; 24 and 25 Vic., cap. 70; and any other Acts relating to that Company, and the following Acts relating to the Great Western Railway Company, viz.—5 and 6 Wm. IV., cap. 107; 6 Wm. IV., caps. 36, 38, 77, and 79; 1 Vic., caps. 91 and 92 (1837); 24 and 26 Vic. (1838); 2 Vic., cap. 27; 3 Vic., cap. 47; 3 and 4 Vic., cap. 105; 4 and 5 Vic., cap. 41; 5 Vic., Sess. 2, cap. 28; 6 Vic., cap. 10; 7 Vic., cap. 3; 7 and 8 Vic., caps. 68, and 99; 82 Vic., caps. 40, 42, 53, 115, 155, 156, 184, 188, 190, and 191; 9 Vic., cap. 14; 9 and 10 Vic., caps. 166, 181, 236, 239, 240, 250, 251, 274, 275, 278, 313, 315, 326, 335, 337, 338, 369, 388, and 402; 10 and 11 Vic., caps. 60, 72, 76, 91, 101, 109, 144, 149, 154, 226, and 242; 11 and 12 Vic., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 12 and 13 Vic., cap. 55; 13 Vic., caps. 6 and 7; 13 and 14 Vic., caps. 44, 98, and 110; 14 and 15 Vic., caps. 22, 43, 52, 53, 74, 81, and 131; 15 and 16 Vic., caps. 9, 125, 133, 140, 145, 146, 147, and 168; 16 and 17 Vic. caps. 121, 153, 175, 204, 209, 210, and 212; 17 and 18 Vic., caps. 108, 120, 158, 163, 192, 220, 204, 207, 209, 215, and 222; 18 and 19 Vic., cap. 98; 19 and 20 Vic., caps. 126, and 137; 20 and 21 Vic. caps. 8, 24, 54, 96, 158; 21 and 22 Vic., caps. 90, 139, and 146; 22 Vic. cap. 13; 22 and 23 Vic., caps. 1, 40, 64, 76, 105, 120, 134, and 138; 23 and 24 Vic., caps. 11, 69, and 196; 24 and 25 Vic. caps. 36 and 204; and any other Acts relating to that Company, and the following Acts relating to the London and North Western Railway Company, viz.—1 Wm. IV., cap. 51; 2 and 3 Vic., cap. 69; 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, 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, 79, and 111; 24 and 25 Vic., caps. 44, 110, 111, 123, 128, 130, 208, 219; and any other Acts relating to that Company, and the following Acts relating to the Manchester, South Junction and Altrincham Railway Company, viz.—21 and 22 Vic., cap. 136, and any other Act relating to that Company. The West Cheshire Railways Act, 1861; 24 and 25 Vic. cap. 143; and the following Acts relating to the Cheshire Midland Railway Company, viz.: 23 and 24 Vic., cap. 90; 24 and 25 Vic., cap. 113; and any other Acts relating to that Company; and the following Acts relating to the Mersey Docks and Harbour Board, viz.: "Mersey Docks and Harbour Act, 1857," "The Mersey Dock Acts Consolidation Act, 1858;" "The Mersey Docks and Harbour (Works) Act, 1858;" "The Mersey Docks (Money) Act, 1859;" "The Mersey Docks (Ferry Accommodation) Act, 1860;" and "The Mersey Docks (Corporation Purchase) Act, 1860;" or any other Act or Acts relating to the said Board, or to repeal and re-enact, with modifications and alterations, such of the powers and provisions of the said Acts, or any of them, as may be necessary for the purposes aforesaid.

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 12th day of November, 1861.

William Henry Shaw, Manchester.

Littledale, Ridley, and Bardswell, Liverpool,

Joint Solicitors for the Bill.

Wyatt and Metcalfe,

28, Parliament-street,
Parliamentary Agents.

Weston-super-Mare Pier.

(Incorporation of Company; construction of Pier and Approach Roads; Compulsory purchase of Lands, Tolls, Powers to Sell or Lease; Power to the Weston-super-Mare Improvement Commissioners, Bristol and Exeter Railway Company, and the Trustees of the Settlement of the Pigott Estates to subscribe to Undertaking; 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 for all or some of the purposes following:

To incorporate a Company, and to enable such Company to construct and maintain a pier, jetty, or landing place, in the parish or township of Weston-super-Mare, in the county of Somerset, commencing at or near a certain point forty yards

or thereabouts, in a northerly direction from the north wall of the garden belonging to or occupied with Anchor Head House, and thence extending into the foreshore of the Bristol Channel, in a westerly or north-westerly direction towards Berne Island, and terminating at a distance of 150 yards or thereabouts from the commencement of the said pier, jetty, or landing place.

To enable the Company to make and maintain an approach, road, or roadway, commencing at a point at or near Anchor Head House, and passing thence to the commencement of the said pier, and thence continuing in a northerly and north-easterly direction, and terminating by a junction with the public road leading from Weston-super-Mare to Kewstoke, at a point distant 160 yards or thereabouts south-west of the Weston Turnpike Gate House of the Kewstoke-road, and also another approach road to the proposed pier, jetty, or landing place, commencing by a junction with the before-mentioned public road, at or near a certain point, distant 280 yards or thereabouts, measured along the said public road in a south-westerly and southerly direction from the said Weston Turnpike Gate House of the Kewstoke-road, and thence running in a westerly direction, and terminating at the point before described as the commencement of the said pier, jetty, or landing place. And also to make and maintain, in connection with the said pier and works, all jetties, esplanades, landing places, toll gates or houses, and other works, as may be deemed necessary or convenient.

To construct and maintain a breakwater commencing at the south-east end of Berne Island, and thence extending into the foreshore of the Bristol Channel, in a south-easterly direction, and terminating at a distance of 170 yards or thereabouts from the commencement of the said breakwater, the whole of which said pier, jetty, or landing place, approach roads, and breakwater will be situated in or pass through or into the parish and township of Weston-super-Mare, in the county of Somerset.

To enable the Company to purchase by compulsion or otherwise, all lands required for the purpose of such pier, jetty, or landing place, approach roads, breakwater, and works.

To enable the Company to levy tolls, rates, and duties, in respect of the use of such pier, jetty, or landing place, approach roads, breakwater, and works.

To vary, repeal, or extinguish, all existing rights, privileges, or exemptions, in any manner connected with the lands proposed to be purchased or taken, or which would in any manner impede or interfere with the construction, maintenance, or use of the said pier, jetty, or landing place, approach roads, and breakwater, and to confer other rights, privileges, and exemptions.

To incorporate with the intended Act all or some of them of the provisions of the following Acts, viz.—“The Company’s Clauses Consolidation Act, 1845,” “The Lands Clauses Consolidation Act, 1845,” “The Lands Clauses Consolidation Acts Amendment Act, 1860,” and “The Harbours, Docks, and Piers Clauses Act, 1847.”

To enable the Company to sell or lease their undertaking, or any part thereof, to any person or Corporation.

And it is also proposed by the said intended Act, to authorise the Commissioners appointed for carrying into execution “The Weston-super-Mare Improvement and Market Act, 1842,” and “The Weston-super-Mare Improvement and Market Act, 1851,” the Bristol and Exeter Railway Company, and the trustees of the settlement of the Pigott estates, or either of them, out of their corporate trust, or other funds, or out of money to be raised under the powers of the said intended Act, to take shares in, and to subscribe for, or towards the making, maintaining, and using the said intended pier, jetty or landing-place, approach roads, breakwater, and other works, or any part thereof, and to raise money by sale or mortgage of any part of their trust estates for the purposes aforesaid, or by such other ways or means as may be prescribed in the said intended Act, and upon such subscription respectively, to enable such commissioners, company or trustees so subscribing, to exercise certain rights and privileges with reference to the intended Company as to the appointment of directors or otherwise, and 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 Weston-super-Mare Improvement and Market Act, 1842,” and “The Weston-super-Mare Improvement and Market Act, 1851,” and the following Acts relating to the Bristol and Exeter Railway Company, or some of them, viz., 2 and 3 Will. 4, c. 93; 6, and 7 Will. 4, c. 36; 1 and 2 Vic., c. 26; 3 and 4 Vic., c. 47; 4 and 5 Vic., c. 41; 8 and 9 Vic., c. 88 and 155; 9 and 10 Vic., c. 181; 11 and 12 Vic., c. 28, 77, 82, and 95; 13 and 14 Vic., c. 24; 14 and 15 Vic., c. 22; 15 and 16 Vic., c. 9 and 11; and 18 and 19 Vic., c. 63; or to repeal or re-enact with modifications and alterations, such of the powers and provisions of the said Acts, or any or either of them, as may be necessary.

And notice is hereby further given, that duplicate plans and sections, showing the direction, line, and levels of the said intended works, and the lands in or through which the same will be made, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, and also a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited with the Clerk of the Peace for the county of Somerset, at his office, at Wells, in the said county; and that, on or before the said 30th day of November, a copy of so much of the said plans, sections, and books of reference as relates to the parish hereinbefore mentioned, and a copy of the Gazette notice, will be deposited with the parish clerk of such parish, at his place of abode.

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

Dated this 7th day of November, 1861.

R. W. Williams, Cardiff, Solicitor for the Bill;

Wyatt and Metcalfe, No. 28, Parliament-street, Westminster, Parliamentary Agents.

In Parliament—Session 1862.

Brentford and Kew Bridge and Road.

(Incorporation of Company and Construction of Bridge over the River Thames with Approaches; Power to levy 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 leave to bring in a Bill to incorporate a Company to construct and maintain a bridge for foot passengers across the River Thames, commencing at a point on the towing-path of the said River Thames, at or near the landing steps of the existing ferry across the said river from Brentford to Kew Gardens, in the parish of Kew, in the county of Surrey, and terminating on the opposite shore of the said river, in the parish of Ealing, in the county of Middlesex, at a point at or about sixty yards north of the entrance gate to the Great Western and Brentford Dock, with all proper piers, abutments, walls, embankments, toll-houses, toll-gates, and other works and conveniences connected therewith, and proper approaches thereto, for the purpose of forming a good and substantial road or bridgeway across the said River Thames.

And it is also proposed by the said intended Bill to take powers to effect all or some of the objects and purposes following, that is to say:—

To authorize the said intended Company to make and maintain a road or approach to the said intended bridge, commencing at the end of the said proposed bridge, on the Middlesex side, at a point about sixty yards north of the entrance gate to the said Great Western and Brentford Dock, and terminating by a junction with the approach road leading from the High-street, in Brentford, to the Great Western and Brentford Dock, at or near the bridge, carrying the said approach road over the Grand Junction Canal, the whole of which intended approach road will be situate in the parish of Ealing and township of New Brentford, or one of them, in the county of Middlesex.

To make and maintain a footpath or pathway and footbridge across the River Brent, or entrance to the Grand Junction Canal, commencing by a junction with the before-described approach road at the end of the said bridge, in the parish of Ealing and county of Middlesex, and terminating at a point in the said parish of Ealing, at or near the landing steps of the existing ferry across the River Thames from Brentford to Kew Gardens.

To authorize the said intended Company to form junctions with, and where necessary, to alter the several streets, roads, or ways on either side of the said intended bridge, from or to which the said bridge approaches and works, or any or either of them, are proposed to be made.

To vest in the said intended Company powers for the compulsory purchase of lands and houses for all or any of the objects or purposes of the said intended Bill, and powers to vary or extinguish all rights and privileges connected with such lands and houses which could in any manner impede or interfere with the said several objects and purposes, or any of them.

To authorize the said intended Company to take, demand, and levy tolls, rates, and duties in respect of the use of the said first-mentioned bridge, approaches, and works respectively, to grant exemptions from the payment of such tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

To divert, alter, or stop up, either temporarily or permanently, any streets, ways, paths, passages, and public places within the parishes and places

aforesaid, or either of them, which it may be necessary to alter, divert, or stop up, for all or any of the several purposes aforesaid.

To authorize the Great Western Railway Company to subscribe and contribute funds towards the maintenance and construction of the said bridge, approaches, and works, and to take and hold shares in the capital of the Company, and for that purpose to raise additional moneys by the creation of new shares with or without preference, in the payment of dividends, or by mortgage or bonds, or partly by shares and partly by mortgage, and also to enable the said Great Western Railway Company, by agreement, to purchase, or lease, or rent the same for such term of years, for such rent or consideration, or upon such terms or conditions as may be mutually agreed upon, or as may be fixed, ascertained, and determined in, and by, or under the provisions of the said intended Act.

To incorporate with the said intended Bill such and so many of the powers and provisions of "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts, Amendment Act, 1860;" "The Companies Clauses Consolidation Act, 1845;" and "The Harbours Docks and Pier Clauses Act, 1847;" as may be deemed necessary or expedient.

To purchase and acquire by agreement or by compulsion, all the property, rights, and interests (if any), of the owners or lessees of the ferry from Brentford, in the county of Middlesex, to Kew, in the county of Surrey, and also the property, rights, and interests of any other existing ferries or ferry rights over and across the River Thames, at or near or within five hundred yards of the said proposed bridge and works, and to enable such owners respectively to sell all their property, rights, and interests in such ferries; and also to enable the Company and owners or lessees to enter into arrangements.

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 Great Western Railway Company and their undertaking; viz.:—local and personal, 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., session 2, cap. 28; 6 Vict., cap. 10; 7 Vict., cap. 3; 7 and 8 Vict., caps. 63 and 99; 8 and 9 Vict., caps. 40, 42, 53, 115, 155, 156, 184, 188, 190, and 191; 9 Vict., cap. 14; 9 and 10 Vict., caps. 166, 181, 236, 239, 240, 250, 251, 274, 275, 278, 307, 308, 313, 315, 335, 337, 338, 369, and 402; 10 and 11 Vict., caps. 60, 72, 76, 80, 91, 101, 109, 144, 149, 154, 226, and 242; 11 and 12 Vic., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 12 and 13 Vic., caps. 6, 7, 55, and 85; 13 and 14 Vic., caps. 44, 98, and 110; 14 and 15 Vic., caps. 48, 81, and 131; 15 and 16 Vic., caps. 125, 133, 140, 145, 146, 147, 163, and 168; 16 and 17 Vic., caps. 121, 153, 175, and 212; 17 and 18 Vic., caps. 108, 120, 158, 163, 192, 202, 204, 207, 209, 215, and 222; 20 and 21 Vic., cap. 158; 21 and 22 Vic., cap. 92; 23 and 24 Vic., caps. 11, 69, and 196; 24 and 25 Vic., caps. 36 and 209; and any other Acts relating to the said Company.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the said intended bridge and other works, describing the situation and levels thereof, and the lands in and upon which the same are intended to be made, and duplicates thereof, to-

gether with books of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection at the office of the Clerk of the Peace for the county of Middlesex, at his office, in Clerkenwell, in the said county; and with the Clerk of the Peace for the county of Surrey, at his office at Lambeth, in the said county; and that a copy of the said plans, sections, and books of reference, so far as relates to each parish, 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 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 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 15th day of November, 1861.

Wyatt and Metcalfe, No. 28, Parliament-street, Westminster, Parliamentary Agents.

Whitehaven Waterworks.

(Extension of Pipes to Ennerdale Lake, and Derivation of Water therefrom; Additional Capital; Provisions for prevention of Waste and Misuse; Power to levy Rates, Rents, Tolls, and Charges, and to alter any existing Rates, Rents, Tolls, and Charges; 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 for the following purposes:—

1. To authorize the trustees for carrying into execution and effect the several Acts of Parliament relating to the port, harbour, and town of Whitehaven, in the county of Cumberland (who are hereinafter referred to as "the trustees") to make and maintain the following waterworks, with all proper receiving-tanks, apparatus, and conveniences connected therewith; that is to say:—

An aqueduct or line of pipes commencing in a certain lake, or parcel of land covered with water, called Ennerdale Lake, situate in the township of Ennerdale, otherwise Ennerdale and Kinniside, in the parish of Saint Bees, in the said county, belonging or reputed to belong to John Dickinson, Esquire, and in the occupation of James Buchanan as tenant or farmer thereof, at a point 150 yards in a northerly or north-easterly direction from the present weir at the outfall of the said lake, and terminating by a junction or communication with the mouth of the existing aqueduct or line of pipes of the trustees, in a certain close, situate in the said township of Ennerdale, otherwise Ennerdale and Kinniside, called Great Monkholme, otherwise Mug Holme, part of a certain estate or farm called Bankhouse, which belongs or is reputed to belong to Mr. Isaac Fletcher, and which is in the occupation of Elenor Dixon as tenant or farmer thereof; together with all necessary and proper receiving tanks, regulating apparatus, valves, sluices, and other appliances and conveniences, all which said aqueduct or line of pipes, works, tanks, apparatus, valves, sluices, and conveniences will pass in, through, or into, or be situate in the parishes, townships, extra-parochial or other places of Ennerdale, otherwise Ennerdale

and Kinniside, Kinniside Saint Bees, Kelton, Kelton and Winder, Lamplugh, Salter and Eskatt, and Eskatt, or some or one of them, all in the county of Cumberland.

2. To enable the trustees to erect and lay down all necessary engines, pipes, dams, sluices, water-gates, stop-cocks, drains, outlets, embankments, cuttings, bridges, tunnels, weirs, and other works, machinery, and conveniences, for the effectual construction, maintenance, and use of the said intended works.

3. To enable the trustees to take, divert, and use (to a limited extent) the waters of the said lake, and of any of the springs, brooks, and waters found in or crossed by the line of the said works, all which said waters now flow directly or derivatively into the River Ehen, and thence into the sea, at or near to a place called Ehen Foot, in the parish of Saint Bridget, otherwise Saint Bridget Beckermeth, in the said county of Cumberland.

4. To enable the trustees to purchase by compulsion or agreement, and to hold all such lands, buildings, springs, waters, and other hereditaments and property as may be necessary for the construction, maintenance, and use of the said works or any of them, and for other the purposes of the said intended Act, or any right or easement in, through, or over the same; and also to cross, stop up, alter, or divert (temporarily or permanently), within, adjoining or near to the several parishes, townships, extra-parochial, or other places aforesaid, or any of them, all roads and highways, rivers, streams, and watercourses, sewers, pipes, aqueducts, and bridges which it may be necessary or convenient to cross, stop up, alter, or divert for any of the purposes of the said intended Act, and to vary, repeal, or extinguish all existing rights or privileges which would in any manner impede or interfere with the carrying into effect the objects and purposes of the said intended Act, and to confer other rights and privileges.

5. To empower the trustees to levy rates, rents, tolls, and charges for the supply of water within the parishes, townships, and places of Whitehaven, Preston Quarter, Mount Pleasant, and Hensingham, to grant exemptions from the payment of rates, rents, tolls, and charges, and to alter any existing rates, rents, tolls, and charges, and to make further and more effectual provision for the recovery of rates, rents, tolls, and charges.

6. To make further and more effectual provision for enabling the trustees to prevent the waste, misuse, and wrongful use of the water supplied by them, and to adopt proper and needful regulations in reference thereto.

7. To incorporate with the said intended Act "The Commissioners Clauses Consolidation Act, 1847," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Waterworks Clauses Act, 1847," "The Towns Improvement Clauses Act, 1847," and "The Whitehaven Waterworks Act, 1849," or some part or parts of such Acts respectively, and to amend the same respectively, if, and as may be, necessary or expedient, for the purposes of the said intended Act.

8. To alter, amend, enlarge, or repeal (so far as may be requisite for the purposes aforesaid) all or any of the provisions of the several Acts relating to the said port, harbour, and town of Whitehaven; that is to say: local and personal Acts, 7 Anne, cap. 5; 10 Anne, cap. 3; 13 George 2nd, cap. 14; 1 George 3rd, cap. 44; 2 George

3rd, cap. 87; 28 George 3rd, cap. 61; 32 George 3rd, cap. 75; 46 George 3rd, cap. 115; 56 George 3rd, cap. 44; 58 George 3rd, cap. 15; 12 Victoria, cap. 17; 21 Victoria, cap. 2; 22 Victoria, cap. 14.

And to authorize the trustees to raise additional money by mortgage or bond, with or without preference or priority.

And notice is hereby given, that on or before the 30th day of November, 1861, the following deposits of documents will be made (that is to say):—

1. With the Clerk of the Peace of the county of Cumberland, at his office in Carlisle, a plan and section (each in duplicate) of the intended aqueduct, showing the line and works thereof and the lands upon which they are to be made; a book of reference to the plan, and a copy of this notice as published in the London Gazette.

2. With the parish clerk of every parish in which any portion of the works will be situate, or where any land to be taken lies, at the place of abode of such parish clerk, a copy of so much of such plan, section, and book of reference as relates to that parish, and a copy of this notice as published in the London Gazette, and as to any extra-parochial place with the parish clerk of some parish immediately adjoining thereto at the place of abode of such parish clerk, a copy of so much of such plan, section, and book of reference as relates to such extra-parochial place, and a copy of this notice as published in the London Gazette.

And notice is also hereby given, that on or before the 23rd day of December, 1861, printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1861.

Lumb and Howson, Solicitors, Whitehaven,
Gregory, Skirrow, and Rowcliffes, Parliamentary Agents, 1, Bedford-row, London.

Wakefield Waterworks.

(New Works; Provisions as to Capital; Répeal; Consolidation; 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 authorise the Wakefield Waterworks Company (hereinafter referred to as the Company), to make and maintain the following waterworks, with all proper embankments, dams, gauge weirs, waste weirs, and other works and conveniences connected therewith respectively, (that is to say):

1st. A reservoir (hereinafter called Reservoir No. 1), commencing in the townships or East Ardsley and Lofthouse with Carlton in the parishes of East Ardsley and Rothwell, at a point twenty-three chains or thereabouts up the valley north-west of a foot bridge crossing the Bowling beck or brook, in the highway leading from Carr Gate in the township of Stanley-cum-Wrenthorpe, in the parish of Wakefield to Thorpe-on-the-Hill, in the township of Thorpe in the parish of Rothwell and near to a place called Lingwell Nook or Lingwell Gate in the said township of Stanley-cum-Wrenthorpe, and extending in a North Westerly direction to a point sixty chains or thereabouts from the said bridge.

A reservoir (hereinafter called Reservoir No. 2) commencing in the townships of Stanley-cum-
No. 22569.

Wrenthorpe and Lofthouse-with-Carlton in the parishes of Wakefield and Rothwell at a point twenty-six chains or thereabouts up the valley north west of the public or County Bridge carrying the Turnpike Road leading from Wakefield to Leeds over the Bowling or Lofthouse Beck, at or near a place called Lofthouse Gate in the said township of Stanley-cum-Wrenthorpe, and extending in a north westerly direction to a point sixty-three chains or thereabouts from the said bridge.

A reservoir (hereinafter called Reservoir No. 3) commencing at a point one chain and a half or thereabouts westward of the north west corner of a certain wood, in the township of Thorpe, in the parish of Rothwell, called Kiddow Spring, and extending in a westerly direction to a point twenty-one chains, or thereabouts, from the said north-west corner.

An aqueduct or line of main pipes (hereinafter called Aqueduct No. 1) commencing at Reservoir No. 1 and terminating at the present service reservoirs of the Company at Field Head in the township of Stanley-cum-Wrenthorpe in the parish of Wakefield.

An aqueduct or line of main pipes (hereinafter called Aqueduct No. 2) commencing at Reservoir No. 3 near the said wood called Kiddow Spring in the said township of Thorpe and terminating by a junction with Aqueduct No. 1 at a point thirty chains, or thereabouts, westward of the said County Bridge and in the road leading from Lingwell Gate or Lingwell Nook to Lofthouse Gate in the said township of Stanley-cum-Wrenthorpe.

An aqueduct or line of main pipes (hereinafter called Aqueduct No. 3) commencing at Reservoir No. 2 and terminating by a junction with Aqueduct No. 1 at or near the point where Aqueduct No. 2 is intended to form a junction with Aqueduct No. 1.

A conduit or drain commencing in the township of Middleton at a point ten chains or thereabouts eastward of the eastern end of the Tunnel on the Bradford Wakefield and Leeds Railway near the Ardsley Station thereof, and terminating in the Bowling or Lofthouse Beck near the proposed embankment of Reservoir No. 2.

All which reservoirs aqueducts and conduit will be situate in the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say) East Ardsley, Lofthouse, Lofthouse with Carlton, Lofthouse Gate, Rothwell, Stanley-cum-Wrenthorpe, Thorpe-on-the-Hill, Thorpe, Lingwell, Lingwell Nook, Lingwell Gate, Wakefield, Middleton, West Ardsley, and Woodkirk, in the West Riding of the county of York.

And it is proposed by the said intended Act to authorize the Company to divert and impound in the said intended reservoirs, and to appropriate to the purposes of their undertaking the waters of the Dolphin and Bowling or Lofthouse Becks and Throstle Carr or Mill Beck, and all or any becks streams or waters flowing into the same respectively, upon or above the site of the said intended reservoirs, and all other brooks, streams and waters that flow into, or pass, or may be intercepted by the said intended reservoirs, aqueducts, or works, all which said waters now flow directly or derivatively into the river Aire, the Aire and Calder Navigation, the Knottengilly and Gode Canal and the Rivers Ouse and Humber.

And to authorize the Company by means of the said intended conduit, or drain to intercept and

divert the waters of the Dolphin, and Bowling, or Lofthouse Becks between the respective termini of such conduit, 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, into, 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 especially to raise or otherwise alter the level of the road leading from the town or village of East Ardsley in the township of East Ardsley, to Thorpe-on-the-Hill, in the township of Thorpe, and the road leading from a place called Carr Gate, in the township of Stanley-cum-Wrenthorpe, to the said place called Thorpe-on-the-Hill, and to vary or extinguish all existing rights and privileges connected with any such brooks, lands, buildings, highways, roads 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 authorize the Company to abandon, as part of their undertaking, their reservoir at Stanley Ferry in the township of Stanley-cum-Wrenthorpe, and the aqueduct or main leading therefrom to the reservoirs at Field Head in the same township, and all such other parts of the undertaking (if any) which may be rendered unnecessary by reason of the new works, and to sell let or otherwise dispose of the site thereof respectively, and to confer upon the Company all or any powers necessary or proper for the purposes of their undertaking, and authorize the alteration of old, and taking of new rates duties and charges, and to confer vary or extinguish exemptions from payments of rates duties and charges.

And it is proposed by the said intended Act to repeal the Acts relating to the Wakefield Waterworks Company that is to say :

An Act passed in the 7th year of the reign of His late Majesty King William the Fourth intituled an Act "for better supplying with water the town of Wakefield and neighbourhood thereof in the West Riding of the county of York" and an Act passed in the 4th and 5th years of the reign of Her present Majesty Queen Victoria intituled "An Act to enable the Wakefield Waterworks Company to raise a further sum of money" 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 dividends or other advantages, 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.

And notice is hereby given that on or before the 30th day of November 1861 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 and section (each in duplicate)

of the intended reservoirs aqueducts and conduit showing the line and levels thereof respectively, and the lands upon which they are to be made and all lands to be taken under the compulsory powers of the Act, a book of reference to the said plan, and a copy of this notice as published in the London Gazette.

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 as published in the London Gazette.

3—With the parish clerk of some parish adjoining any extra-parochial place 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 the extra-parochial place, and a copy of this notice as published in the London Gazette.

And that on or before the 23rd day 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 1861.

Henry Lumb, Wakefield, Solicitor for the Bill.

Pritt Sherwood Venables Grubbe and Jones Parliamentary Agents.

London Railway Depôt and Storehouses.

(Relinquishment of Street and Railway authorized, and Arrangements for carrying on or dissolution of Company.)

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 any of them :—

To authorize the relinquishment of the railway and street authorized to be made by "The London Railway Depôt and Storehouses Act, 1860," and to amend or ultimately repeal the said Act.

To obtain the transfer to the Company incorporated by the said Act of the sum of money deposited with the Court of Chancery, pursuant to the standing orders of both Houses of Parliament and the Act of 9th Vict. cap. 20.

To make provision for carrying on of the business of "The London Railway Depôt and Storehouses Company," or to dissolve the said Company, and make provision for winding up its affairs.

To alter, amend, vary, or extinguish rights and privileges granted by the said Act, and also to vary or extinguish all contracts, agreements, or arrangements made with any Company, corporation, owners, lessees, and occupiers of property, or other parties, with reference to the undertaking.

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

To make all provisions incidental or accessory to the purposes aforesaid.

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

Dated this 11th day of November, 1861.

Burchells, 5, Broad Sanctuary, Westminster.

Mid-Kent Railway Company.

(Powers over other Lines; Powers to purchase Crays Line, and London, Chatham, and Dover Railway between Mid-Kent Line and Crays Line; To run over same and South-Eastern Railway from Lewisham to London Bridge, Charing-cross Railway, and Cannon-street Extension thereof; For facilitating transmission of Traffic; Authorizing 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 authorize the Mid-Kent Railway Company to purchase (so much of the Farnborough Extension Railway as lies between its junction in the parish of Beckenham, in the county of Kent, with the Mid-Kent Railway and its junction in the parishes of Beckenham and Bromley, or one of them, in the said county, with the Mid-Kent (Bromley to St. Mary Crays) Railway, commonly and hereinafter called the Crays line), and also the whole of the Crays line from its said junction with the Farnborough Extension Railway to its junction in the said parish of Bromley, known as the Bickley Junction, with the London, Chatham, and Dover Railway, and all the stations, works, and conveniences connected therewith respectively, and all lands and buildings, powers, rights, and privileges, of the London, Chatham, and Dover Railway Company, and Mid-Kent Bromley to St. Mary Crays Railway Company (hereinafter called the Crays Company); respectively purchased, held, used, exercised, or enjoyed, or intended to be or capable of being held, used, exercised, or enjoyed, in connexion with, or for the purposes of, or with respect to the part of the railway and railway to be so purchased, including all powers of the Companies aforesaid, or either of them, to make or complete any part or parts of the railways to be so purchased, or any stations or works in connection therewith not yet made or completed, and to authorize and require the London, Chatham, and Dover Railway Company and Crays Company respectively, to sell and convey the premises to the Mid-Kent Railway Company for such price or consideration, and upon such terms and conditions as may be agreed upon between the Mid-Kent Railway Company and the London, Chatham, and Dover Railway Company, with respect to the part aforesaid of the Farnborough Extension Railway, and the stations, works, and conveniences, lands, buildings, powers, rights, and privileges before-mentioned or referred to, belonging to or capable of being exercised by the London, Chatham, and Dover Railway Company, or as may be agreed upon between the Mid-Kent Railway Company and the Crays Company with respect to the Crays Railway and the stations, works, and conveniences, lands, buildings, powers, rights, and privileges before mentioned or referred to, belonging to or capable of being exercised by the Crays Company, or in either case as may be settled by a jury or arbitration, or by such other ways or means as may be prescribed or provided for by the intended Act, and otherwise to provide for the transfer to, and vesting in, or directly to transfer to and vest in the Mid-Kent Railway Company the railway, and part of railway, stations, works, and conveniences, lands, buildings, powers, rights, and privileges aforesaid.

And it is proposed by the said intended Act to authorize the Mid-Kent Railway Company, and all Companies using with their engines and carriages the Mid-Kent Railway, or any part thereof, to run over and use with their engines and carriages the Farnborough Extension Rail-

way, the London, Chatham, and Dover Railway, and the Crays Railway, or parts of such respective railways, and so much of the South-Eastern Railway as lies between the junction therewith of the Mid-Kent Railway at Lewisham and the terminus thereof at London Bridge, and the Charing-cross Railway and Cannon-street Extension thereof, and all stations, works, and conveniences connected with such railways and parts of railways respectively, upon payment of such tolls or other remuneration, and upon such other terms and conditions as may be agreed upon between the Mid-Kent Railway Company and the Companies respectively to whom the said railways or parts of railways belong, with respect to their respective railways, stations, works, and conveniences or as may be settled by arbitration, or otherwise prescribed or provided for by the said intended Act, and to make full provision by any ways or means that can be devised or contrived for the speedy and uninterrupted passage of the traffic passing, or intended to pass, from the Mid-Kent Railway to, and over, and beyond the said other railways and parts of railways, or any of them, or to any station on the said other railways or parts of railways, or coming or intended to be conveyed from beyond the said railways and parts of railways, or any of them, over the same or any of them, from any station thereon, to and for conveyance over the Mid-Kent Railway or any part thereof, and for the through booking and for the adjustment and fixing of reasonable tolls, rates, and charges in respect of all or any such traffic, and for the prevention of all unnecessary or avoidable delay or detention in the transfer, interchange, transmission or conveyance of all or any such traffic, or any diversion thereof, and for the settlement of all or any disputes that may arise between the said Companies, or any of them, with respect to such traffic or any of the matters aforesaid.

And it is proposed by the said intended Act to alter or provide for the alteration of existing tolls, rates, duties, and charges, and to authorize the levying of tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges, and to vary, or extinguish all rights and privileges of any description which could in any way obstruct or prevent any of the purposes of the Act being fully effected; and to confer other rights and privileges, and to authorize all or any of the Companies aforesaid, from time to time, to enter into agreements with respect to all or any of the matters aforesaid, or any matters incident thereto, or conducive to the ends sought to be effected by the Act, and to confirm or provide for carrying into effect all or any such agreements as may have been entered into prior to the passing of the said intended Act, and to repeal or amend all or some of the provisions of the several Local and Personal Acts of Parliament relating to the said Companies respectively; that is to say: Acts relating to the Mid-Kent Railway Company, namely—The Mid-Kent Railway Act, 1855; Act relating to the Mid-Kent Bromley to St. Mary's Cray Company, the Mid-Kent (Bromley to St. Mary Cray) Act, 1856; Acts relating to the London, Chatham, and Dover Railway Company, namely—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; 23 and 24 Vic., caps. 174, 177, and 187; and 24 and 25 Vic., caps. 81, 239, and 240; Acts relating to the South-Eastern Railway Company, namely, 6 William IV, cap. 75; 1 Vic., cap. 93; 2 Vic., cap. 42; 2 and 3 Vic., cap. 79; 3 Vic., cap. 46; 5 Vic., sess. 2, cap. 3; 6 and 7 Vic., caps. 51, 52, and 62; 7 Vic., cap. 25; 7 and 8 Vic., caps. 69 and 91;

8 and 9 Vic., caps. 167, 186, 197, and 200; 9 Vic., caps. 55, 56, and 64; 9 and 10 Vic., caps. 305 and 399; 10 and 11 Vic., caps. 104 and 230; 13 and 14 Vic., cap. 31; 15 and 16 Vic., cap. 108; 16 and 17 Vic., caps. 116, 121, 130, and 156; 18 and 19 Vic., cap. 16; 20 and 21 Vic., cap. 155; and 24 and 25 Vic., caps. 12 and 191; Acts relating to the Charing-Cross Railway Company, namely—22 and 23 Vic., cap. 81; 23 and 24 Vic., cap. 147; and 24 and 25 Vic., caps. 93; and all other Acts relating to the above-mentioned Companies.

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

Dated 12th November, 1861.

Burchells, 5, Broad Sanctuary, Solicitors for the Bill.

Pritt, Sherwood, Venables, Grubbe, and *Jones*, Parliamentary Agents.

In Parliament.—Session 1862.

Mersey Docks and Harbour Board.
(Alteration of Rates and Duties.)

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 Mersey Docks and Harbour Board, if they so think fit, to collect and raise, in respect of the use by ships and their cargoes of some of the docks belonging to the Board, rates and duties, both as respects tonnage and goods, lower than the rates and duties for the time being receivable in respect of other docks of the Board; and the said Bill will take power so far as may be necessary to amend or repeal some of the powers and provisions of "The Mersey Docks and Harbour Act, 1857;" "The Mersey Dock Acts Consolidation Act, 1858;" "The Mersey Docks and Harbour (Works) Act, 1858;" "The Mersey Docks (Money) Act, 1859;" "The Mersey Docks (Ferry Accommodation) Act, 1860;" "The Mersey Docks and Harbour Act, 1861;" and to levy tolls, rates, and duties; to alter existing tolls, rates, or duties; and confer, vary or extinguish exemptions from payment of tolls, rates, or duties.

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

Dated this 14th day of November, 1861.

Fletcher and Hull, 6, Cook-street, Liverpool.

Gregory, Skirrow, Rowcliffe, and *Rowcliffe*, Parliament-street, Westminster.

Saint Thomas's Hospital.

(Provisions for acquiring new site for Hospital; Powers of arrangement with Charing-Cross 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 for the following purposes, or some of them (that is to say):

To authorize the Governors of Saint Thomas's Hospital to acquire and provide a new site, or new sites, for the hospital upon its removal under the provisions of "The Charing-Cross Railway Act, 1859" in such place or situations as may be authorized by the Bill, and to purchase lands by agreement for that purpose, and by arrangement with any vestry or district board, or local authorities, to stop, divert, or alter streets, footpaths, sewers, or drains, which might interfere

with the use of such site or sites, or the erection of the new buildings thereon.

To incorporate with the Bill, the provisions of "The Lands Clauses Consolidation Act, 1845," with reference to the purchase of lands by agreement.

To authorize arrangements or agreements between the said Governors and the Charing-Cross Railway Company, with reference to the payment of the purchase money and compensation and the conveyance of the hospital lands and buildings.

To regulate the application of the purchase money and the powers of the Governors, with reference to any of the matters aforesaid.

To regulate the powers of the Governors, and the acquisition, holding, and disposal of property by them for the benefit of the hospital.

To alter, amend, enlarge, or repeal some of the powers and provisions of the Act relating to Saint Thomas's Hospital, namely—13 and 14 Vic., cap. 7, and the Acts therein referred to; also "The Charing-Cross Railway Act, 1859."

To vary and extinguish all rights and privileges which would interfere with the objects of the Bill.

Dated this 14th day of November, 1861.

Robert Arnold Wainwright, Solicitor to St. Thomas's Hospital.

Cromford Bridge and Langley Mill Turnpike Road.

(Continuation of Term; Repeal or 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 alter, amend, extend, and enlarge the powers and provisions of an Act of Parliament passed in the 11th year of the reign of King George the Fourth, intitled "An Act for more effectually repairing and improving the road from Cromford-bridge to the turnpike road, at or near Langley Mill, in the county of Derby," and to continue and extend the term granted or continued by that Act, or any further term granted by any subsequent Act, or to repeal the said Act, either wholly or in part, and to create a further term or make further provisions with reference to the said road, or some parts thereof.

And (if and so far as may be deemed expedient) the proposed Bill will also amend and extend the Public General Acts, or some or one of them.

And powers will be taken in the proposed Bill to continue or alter the tolls, rates, and duties, or some of the tolls, rates, and duties granted by the before-mentioned Act, of the 11th year of the reign of King George the Fourth, to levy new tolls, rates, or duties; to confer, vary, or extinguish exemptions from the payment of tolls, rates, or duties; to extinguish, pay off, compound, or make other arrangements with reference to the mortgages, debts, and other charges on the said roads or tolls; to vary or extinguish some of the rights, privileges, and remedies of the mortgagees and other creditors thereon; and to confer, vary, or extinguish other rights and privileges.

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

Dated this 7th day of November, 1861.

William Machin Ingle, Solicitor for the Bill.

In Parliament.—Session 1862.

South Staffordshire and Central Wales (Dudley and Bridgnorth Railway).

(Incorporation of Company; Power to make a Railway from Dudley to Bridgnorth, with Branches to the Dudley Stations of the South Staffordshire and West Midland Railways, and to Swindon; Compulsory Purchase of Land; Tolls; Power to use the Dudley Stations of the South Staffordshire and West Midland Railway Companies respectively; and to make 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 next session, for an Act to incorporate a Company (therein called "The Company") with the following, or some of the following, amongst other powers; that is to say:

To make and maintain the railways hereinafter mentioned, or some or one of them, or some part or parts thereof, with all proper works, approaches, stations, and conveniences connected therewith respectively, viz.:

1. A railway commencing by a junction with the main line of the South Staffordshire Railway, in the parish of Tipton, in the county of Stafford, at or near to the place where the main line of such railway crosses the boundary which separates the said parish of Tipton from the parish of Dudley, in the county of Worcester, and about one chain to the north-east of an opening or archway in the said parish of Tipton, formed under the said South Staffordshire Railway (which opening or archway provides means of communication between two closes of land in the said last-named parish, belonging to the Right Honourable the Earl of Dudley, in the occupation of the representatives of William Fisher, deceased), and terminating in a field of arable land, called White Leasow, situate near St. James's, in the parish of St. Mary, Magdalene, in the borough of Bridgnorth, in the county of Salop, belonging to John Jacob Smith and Ann, his wife, and now in the occupation of Samuel Ridley and Mary Ann Pickford Ridley, such field lying on the eastern side of and adjoining the Bridgnorth and Kidderminster turnpike road, and opposite the house and garden by the side of such road, now in the occupation of William Cleaton, and which intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them; that is to say: Tipton, the Castle of Dudley, Dudley Castle-hill, the Old Park of Dudley, Sedgeley, Woodsetton, Upper Gornal, Lower Gornal, Kingswinford, Pensnett, Shut-end, Saint Mary Kingswinford, Wall-heath, Himley, Swindon, Smestow, Wombourne, Seizdon, Trysull, Bobbington, and Halfpenny-green, all in the county of Stafford; Dudley, Saint John Dudley, Saint Edmund Dudley, and Saint James Dudley, all in the county of Worcester; and Bobbington Whittimore, Aston, Claverley, Heathton, Broughton, Beobridge, Farncote, Chicknell, Woundall, otherwise Woundale, Hocom, Barnsley, Worfield, Quatford, Quat, Stanmore-grove, Bridgnorth and Saint Mary Magdalene, Bridgnorth, all in the county of Salop.

2. A railway commencing by a junction with the main line of the South Staffordshire Railway, in the parish of Dudley aforesaid, at or near to the northern end of the passenger platform at the Dudley station, and terminating by a junction with the proposed Railway No. 1, at or near a point in the said parish of Dudley, where the proposed railway No. 1 passes under the main line of

the West Midland Railway, and at or near to an opening or archway formed under the last-named railway, about eleven chains from the north end of the engine shed of the last-named railway, at their Dudley station, such distance being measured along the line of the last-named railway, in a northwardly direction; and which last-mentioned proposed railway will pass from, through, and into the several parishes, townships, and extra-parochial or other places, following, or some of them; that is to say: Dudley and Saint Edmund Dudley, in the county of Worcester.

3. A railway commencing by a junction with the main line of the West Midland Railway, at or near to a point in the parish of Dudley aforesaid, about six chains from the north end of the engine shed of the last-named railway at their Dudley station (such distance being measured along the line of the last-named railway, in a northwardly direction), and terminating by a junction with the proposed railway No. 1, in the grounds of Dudley Castle (being extra-parochial, in the county of Stafford), at a point about two hundred yards to the north east of the house in such grounds, occupied by Lucy Bodin, and which last mentioned proposed railway will pass from, through, or into the several parishes, townships, extra-parochial and other places following, or some of them; that is to say: Dudley and Saint Edmund Dudley, in the county of Worcester, the Castle of Dudley, Dudley Castle-hill, and the old park of Dudley, in the county of Stafford.

4. A railway commencing by a junction with the said proposed railway No. 1, at or near to a point in a field in the parish of Wombourne, in the county of Stafford, belonging to the Rev. William Dalton, and Sarah, his wife, in the occupation of Edward Jackson, adjoining and on the east side of the private carriage road leading to Smestow-mill, and terminating in a field in the same parish, called Walker's-close and Great Meadow, such last-mentioned field being situate near to the village of Swindon, and distinguished by the number 154, in Swindon, in the parish map of the parish of Wombourne, and which said last mentioned proposed railway will pass from, through, or into the several townships of Wombourne and Swindon, in the parish of Wombourne, in the county of Stafford.

To purchase and take by compulsion, and to hold lands, houses, and other property, for the purposes of the said intended railways and works, and to vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands, houses, or property so proposed to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, and to confer other rights and privileges, and also to cross, alter, divert or stop up all highways, turnpike, and other roads, railways, tramways, aqueducts, bridges, canals, streams, and rivers with which it may be necessary to interfere for the purpose of making and maintaining, or for more conveniently making, maintaining, or using the said intended railways and works, and to levy tolls, rates, and charges for, and in respect of, the use of the said intended railways and works, or any of them, or any part thereof, and to grant exemptions from such tolls, rates, and charges, and to alter existing tolls, rates, and charges, and to confer other rights and privileges relating thereto.

To enable the Company and all persons and corporations lawfully using or intending to use the whole or any part of the intended railways of the Company, their officers and servants, to run over,

work, and use with their engines and carriages of every description, and for the purposes of their traffic, upon such terms (in default of agreement) as shall be settled by the Board of Trade, or by arbitration, or otherwise, all or any part of the Dudley stations of the South Staffordshire Railway Company, and so much of the lines of that Company as lie between the said stations and the proposed railway No. 2: and also the Dudley stations of the West Midland Railway Company, and so much of the lines of the last-named Company as lie between the last-mentioned stations and the proposed railway No. 3, and also all or any part of the offices, goods engine, and other sheds, sidings, landing stages, platforms, watering places, machinery, roads, works, and other conveniences of the said Companies respectively, at their before-mentioned stations, or any of them.

To enable the Company and the West Midland Railway Company, and the South Staffordshire Railway Company, or either of such Companies, to make and carry into effect arrangements and agreements with respect to the user by the Company of the before-mentioned stations, lines of railway, and conveniences, or any or either of them, and with respect to the working, use, and management of the said proposed railways, or any part thereof, and with respect to the booking, forwarding, and interchange of traffic from, to, or beyond the said proposed railways; and with respect to the division and apportionment of the tolls and profits arising in respect of such traffic; and with respect to the appointment and employment of officers and servants, and to enable the said Companies, or any or either of them, to apply any portion of their working stock, income, or capital to the purposes specified or contemplated by any such arrangement or agreement as aforesaid.

To alter, amend, extend, and enlarge, 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: Local and Personal Acts relating to the West Midland Railway Company, viz.: "The West Midland Railway Act, 1860;" "The Oxford, Worcester, and Wolverhampton Railway Act, 1845;" and the several other Acts relating to the West Midland Railway Company, and the following Acts relating to the South Staffordshire Railway Company, viz.: "The South Staffordshire Junction Railway Act, 1846;" "The Trent Valley, Midlands, and Grand Junction Railway Act, 1846;" "The South Staffordshire Railway Act, 1847;" and the several other Acts relating to the South Staffordshire Railway Company.

And it is intended to incorporate with the said intended Act, "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;" or some part or parts thereof.

Duplicate plans and sections describing the line and levels of the said intended railways, and the lands and property which may be required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands and property, as also a published map, with the lines of the said proposed railways delineated thereon, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November now instant, be deposited for public inspection at the office of the Clerk of the Peace

for the county of Stafford, at Stafford; at the office of the Clerk of the Peace for the county of Worcester, at Worcester; and at the office of the Clerk of the Peace for the county of Salop, at 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 proposed railways will be constructed, together with a copy of this notice, will be deposited with the clerk of each such parish, at his place of abode; and in case of any extra-parochial place, then with the parish clerk of an adjoining parish, at his place of abode.

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

Dated this 14th day of November, 1861.

Henry M. Wainwright, Dudley,
R. O. Bachhouse, Bridgnorth,
Solicitors for the proposed Bill.

Wyatt and Metcalfe, No. 28, Parliament-
street, Westminster, Parliamentary
Agents.

In Parliament.—Session 1862.

Ramsgate Harbour.

(Power to vest the Harbour of Ramsgate, and the Property, Rights, and Privileges connected therewith in a Public Board; or to sell on Lease the whole or any part thereof; Alteration of the present and Creation of other Rates, Dues, and Charges; Alteration of existing Rights and Privileges; Amendment of Acts.)

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

1. To empower the Committee of Privy Council, appointed for the consideration of matters relating to trade and foreign plantations (hereinafter called the Board of Trade), to vest the Harbour of Ramsgate, and the soil thereof, and all property (real and personal) belonging thereto, and all powers, rights, and privileges of imposing, collecting, or recovering rates, taxes, dues, and salvage therein, or in respect thereof, and other powers, rights, and privileges, in a Public Board, to be constituted in a manner to be mentioned in the said Act; or to sell or lease the whole or any part of the said harbour, soil, and property, and of the powers, rights, and privileges belonging thereto or connected therewith, to any Company, Commissioners, or other body or persons, for such price, rent, or other consideration, and subject to such reservations and conditions as may be provided for in the said Act.

2. To empower the Board of Trade to make bye laws, rules, and regulations, to be enforced within the said harbour; and to grant licenses or authority to the said Board, or to any Company, Commissioners, or persons, to lay down and work tramways, and to exercise rights of ways and easements, and to construct any works and conveniences within the said harbour, and to take rents and payments in respect thereof.

3. To alter the tolls, rates, dues, salvage, and other charges leviable or taken within the said harbour; and to authorize the levying of other tolls, rates, dues, and charges within the same;

and to vary and extinguish exemptions from tolls, rates, dues, and charges; and to repeal or suspend any rights and privileges, and to confer other rights, privileges, and exemptions within the said harbour.

4. To provide for the payment of all debts, superannuation allowances, and claims upon the revenue of the said harbour; and for the future application of such revenue.

5. To incorporate with the intended Act, wholly or in part, "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860," and "The Harbours, Docks, and Piers Clauses Act, 1847;" and "The Commissioners Clauses Act, 1847."

6. To repeal, alter, or amend (so far as may be necessary for the purposes of the said intended Act) "The Harbours and Passing Tolls Act, 1861," and all other Acts, Charters, and Grants which may impede or interfere with the carrying into full effect the objects and provisions of the said intended Act.

Dated this 12th day of November, 1861.

By Order,
Wyatt and Metcalfe, Westminster.

Vale of Clwyd Railway.

(Extension to the North-west Shore of the River Clwyd at Foryd; Construction of Pier and Wharf there; Deviation of Existing Line and alteration of the Chester and Holyhead Railway at the Foryd; and Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to enable the 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 Vale of Clwyd Railway at or near the Foryd Station thereon, and terminating at a point on the north-west shore of the River Clwyd, about one hundred and ten yards northward of the existing pier at Foryd belonging to Hugh Robert Hughes, Esquire:

And in connection with the said proposed railway to make and maintain a pier and wharf with all necessary conveniences, commencing at or near the said existing pier at Foryd, and extending therefrom northward, about one hundred yards along the shore of the said river:

To divert so much of the Vale of Clwyd Railway as is situated between the said Foryd Station thereon and the Chester and Holyhead Railway, and to abandon and relinquish so much of the existing line as will be rendered unnecessary by such diversion, and to appropriate and dispose of the site thereof:

Which said proposed new and diverted railway and pier and wharf, and works connected therewith, will be wholly situated within the townships of Towyn-ucha and Towyn-issa, in the parish of Abergele, in the county of Denbigh:

To repeal so much of the Act of the 7th Victoria, chap. 65, authorizing the construction of the Chester and Holyhead Railway as requires that the bridge for carrying that railway over the

River Foryd shall be a draw bridge, and as prescribes the depth of water to be maintained in the said river or any part thereof:

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 diverted line, 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 new and diverted railways and pier and 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 new and diverted railways and pier and wharf and works:

To levy tolls, rates, and charges for and in respect of the use of the said proposed railway and 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 for the purposes of the said intended Act by the creation and issue of new shares, with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, and by borrowing, or by either of such means, and also to apply to such purposes any capital or funds now belonging to them or under the control of their directors:

It is also intended by the said Act to alter amend, enlarge, or repeal all or some of the provisions of "The Vale of Clwyd Railway Act, 1856," and "The Vale of Clwyd Railway Act, 1861.:"

Maps, plans, and sections, shewing the direction, line, and levels of the said proposed new and diverted railways and pier and wharf, and the lands 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 the thirtieth day of November instant, 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 same day 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 twenty-third day of December next.

Dated this 5th day of November, 1861.

Swift, Wagstaff, and Blenkinsop, No 32,
Great George-street, Westminster;
Solicitors for the Bill.

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

In Parliament—Session 1862.

Metropolitan and Thames Valley Railway.

(Incorporation of Company for making Railways from the Great Western Railway and the Great Western and Brentford Railway to Richmond, Hampton, Shepperton and Chertsey—Compulsory Purchase of Lands—Tolls, Power to make working arrangements with other Companies—Running powers over the Great Western and Brentford Railway—Provision as to the use of Stations, &c., of the London and South-Western Railway, and also as to transmission, &c., of Traffic—Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next Session, for leave to introduce a Bill and to pass an Act to incorporate a Company for the purpose of making and maintaining the railways hereinafter mentioned, or some, or one of them, or some part or parts thereof, together with all proper stations, works, conveniences, and approaches connected therewith (that is to say):—

Railway No. 1.

A railway commencing by a junction with the Great Western Railway at a point at or near the mile-post denoting six miles and a-half from London upon that railway, and terminating by a junction with the Great Western and Brentford Railway at or near the mile-post denoting two miles and a quarter from Southall, and which intended railway will pass from, through, or into the several parishes and places of Hanwell, Ealing, Isleworth, Drayton Green, New Brentford, and Norwood, or some of them, all in the county of Middlesex.

Railway No. 2.

A railway, commencing by a junction with the Great Western and Brentford Railway, at or near the mile-post on the Great Western and Brentford Railway denoting three miles from Southall, and terminating on the south side of the road leading from Isleworth to Richmond, at a point about 20 chains from Richmond-bridge, in the parish of Twickenham, and which said last-mentioned intended railway will pass from, in, through, or into the parishes or places of Isleworth and Twickenham, or one of them, in the county of Middlesex.

Railway No. 3.

A railway commencing by a junction with the said intended railway No. 2, at or near a point in a field known as the Hop Field, belonging to George Beauchamp Cole, Esq., in the occupation of William Knevett, on the north side of the boundary between the parishes of Twickenham and Isleworth, in the parish of Isleworth, about five chains east of the bridge known as Ivy Bridge, on the main road from Twickenham to Isleworth, and terminating at a point about two chains from the foot of Chertsey Bridge on the Middlesex side, in a meadow belonging to General Thomas Wood, and in the occupation of Richard Harris, and bounded on the north by the road leading from Shepperton to Chertsey, and on the west by the towing-path by the side of the River Thames, and which last-mentioned intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, viz.:—Twickenham, Teddington, Hampton, Isleworth, Sunbury, Shepperton, Laleham, Hanworth, and Littleton, all in the county of Middlesex.

Railway No. 4.

A railway wholly situate in the said parish of Twickenham, commencing by a junction with the last-mentioned railway, in a field numbered 106 on the plans deposited with the Clerk of the Peace for the county of Middlesex, in respect of the authorized branch railway of the London and South Western Railway from Twickenham to Kingston Bridge, at a point 12 chains or thereabouts south-west of the point where the public footpath, numbered 101, joins the occupation roads, numbered 94 and 95 on the said plans, and terminating by a junction with the said authorized branch railway from Twickenham to Kingston Bridge, at or near a point 12 chains or thereabouts north of the said occupation road numbered 95 on the said plan.

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

And it is also intended by the said Act to enable the Company so to be incorporated for the purpose of the said intended railways and works to take powers to purchase lands and houses, by compulsion or agreement, and to vary or extinguish rights and privileges in any manner connected with the lands or houses proposed to be taken for the purposes aforesaid, and also to levy tolls, rates, and duties upon or in respect of the said railways and works, and to alter, vary, or extinguish existing tolls, rates, and duties, and to confer, vary, and extinguish other rights and privileges.

And it is also proposed by the said Act to enable the Company to be incorporated as aforesaid, and the London and South-Western Railway Company, the Metropolitan Railway Company, the Great Western Railway Company, and the Great Western and Brentford Railway Company, or any or either of them, to enter into and carry into effect any agreements and arrangements which they may have made, or shall make with respect to the working, use, management, construction, and maintenance of the undertaking authorized by the said intended Act, or any part thereof, and with respect to the payment or contribution by and between the said Companies, or any or either of them, towards the costs, charges, and expenses of such working, use, management, construction, and maintenance, and to authorize such last-mentioned Companies, or any or either of them, to work and use the said intended railways or any part thereof, and to regulate and manage the traffic thereon, and to agree with the Company to be incorporated for the payment of certain tolls or sums of money for the use of the said railways, or for the apportionment of the tolls and fares received on the intended railways, or the payment of fixed sums in lieu thereof.

And it is also intended by the said Act to empower the Company so to be incorporated, and all persons and corporations lawfully using the intended railways, or any part thereof, their officers and servants, to run over, work, and use with engines and carriages of every description, and for the purposes of their traffic, upon such terms as (in default of agreement) shall be settled by

the Board of Trade or by arbitration, the whole or any part of the railway stations, watering-places, engines, sidings, machinery, works, and conveniences of the Great Western and Brentford Railway Company, their lessees and assigns; and also to form junctions with the lines of, and to use the stations, works, and conveniences of the Great Western and Brentford Railway, and of the London and South-Western Railway, or either of them, upon such terms and under such payments and conditions as shall be mutually agreed upon, or as in case of dispute shall be determined by the Board of Trade; and provision will also be made in the said intended Act for requiring the Great Western Railway Company, the Great Western and Brentford Railway Company, and the London and South-Western Railway Company respectively, to grant all proper and reasonable facilities for the transmission of, and to transmit upon and along their respective railways, or any part thereof, all traffic which having passed over the said intended railways, or any part thereof, may be tendered to them respectively for transmission along their own railways, or any part thereof, for the purpose of being afterwards conveyed on and along the said intended railways, or any part thereof, upon and subject to such rules and regulations, and upon payment of such tolls, rates, and charges as shall, in case of disagreement, be settled by arbitration or otherwise, or as may be fixed and determined in and by the said intended Act.

And it is intended to incorporate with the said Act, "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," or some part or parts thereof.

And notice is hereby further given, that on or before the 30th day of November instant, maps, plans and sections describing the directions, line, and levels of the said intended railways and works, and the lands 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 the occupiers of such lands; and also a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at Clerkenwell, in the said county, and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and books of reference as relates to each parish, or extra-parochial place, in or through which the said intended railways and works are proposed to be made, together with a copy of this notice, published as aforesaid, will be deposited as follows; that is to say, in the case of parishes, with the parish clerk of each such parish, at his residence; and in case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

And notice is hereby further given that, so far as may be necessary for carrying into effect all or any of the above objects, it is intended to alter, amend, extend, vary, and enlarge or repeal all or some of the powers and provisions of "The Great Western and Brentford Railway Act, 1855," "The Great Western and Brentford Railway Amendment Act, 1857," and the 22 and 23 Vict., cap. 13, and the several Acts of Parliament relating to the London and South Western Railway Company, viz.:—4 and 5 Wm. 4, 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, 255, 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. 3, cap. 196; 12 and 13 Vict., caps. 33 and 34; 13 and 14 Vict., cap. 24; 14 and 15 Vict., cap. 83; 16 and 17 Vict., cap. 164; 18 and 19 Vict., cap. 188; 19 and 20 Vict., cap. 120; 20 and 21 Vict., cap. 136; 21 and 22 Vict., caps. 89, 61, 101, and 58; 23 and 24 Vict., caps. 64, 92, 103, 163, 180, and 185; 24 and 25 Vict., caps. 220 and 111; and any other Acts relating to the said Company.

And also the following Acts relating to the Great Western Railway Company and their undertaking; viz.:—Local and personal, 5 and 6 Wm. 4, cap. 107; 6 Wm. 4, caps. 36, 38, 77, and 79; 1 Vict., caps. 91 and 92 (1837), and 24 and 26 (1838); 2 Vict., cap. 27; 3 Vict., cap. 47; 3 and 4 Vict., cap. 105; 4 and 5 Vict., cap. 41; 5 Vict., session 2, cap. 28; 6 Vict., cap. 10; 7 Vict., cap. 3; 7 and 8 Vict., caps. 68 and 99; 8 and 9 Vict., caps. 40, 42, 53, 115, 155, 156, 184, 188, 190, and 191; 9 Vict., cap. 14; 9 and 10 Vict., caps. 166, 181, 236, 239, 240, 250, 251, 274, 275, 278, 307, 308, 313, 315, 335, 337, 338, 369, and 402; 10 and 11 Vict., caps. 60, 72, 76, 80, 91, 101, 109, 144, 149, 154, 226, and 242; 11 and 12 Vict., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 12 and 13 Vict., caps. 6, 7, 55, and 85; 13 and 14 Vict., caps. 44, 98, and 110; 14 and 15 Vict., caps. 48, 81, and 131; 15 and 16 Vict., caps. 125, 133, 140, 145, 146, 147, 165, 168; 16 and 17 Vict., caps. 121, 153, 175, and 212; 17 and 18 Vict., caps. 108, 120, 158, 163, 192, 202, 204, 207, 209, 215, and 222; 20 and 21 Vict., cap. 158; 21 and 22 Vict., cap. 92; 23 and 24 Vict., caps. 11, 69, and 196; and 24 and 25 Vict., caps. 36 and 204; and any other Acts relating to the said Company; and also the following Acts relating to the Metropolitan Railway Company; viz.:—"The Metropolitan Railway Act, 1854;" "The Metropolitan Railway (Deviation) Act, 1855;" "The Metropolitan Railway (Great Northern Branch and Amendment) Act, 1856;" "The Metropolitan Railway Amendment Act, 1857;" "The Metropolitan Railway Act, 1859;" "The Metropolitan Railway Act, 1860;" "The Metropolitan Railway Act, 1861;" and "The Metropolitan Railway (Finsbury Circus Extension) Act, 1861," and any other Acts relating to the said Company.

And notice is hereby also given, that printed copies of the Bill relating to the objects aforesaid will be deposited, on or before the 23rd day of December, 1861, in the Private Bill Office of the House of Commons.

Dated this 15th day of November, 1861.

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

Brecon Markets and Fairs.

(Repeal or Amendment of Act; Transfer of Corporation's Powers; Transfer, Management, and Sale of Corporate Estates; Varying of Right; Incorporation of Company; New Cattle Markets and Fairs; Abolition of others; New and altered Tolls; Slaughter-houses; Prohibitions and Restrictions.)

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

To repeal or amend the local and personal Act 1 and 2 Victoria, chapter 12, for providing

market places and for regulating the markets within the borough of Brecon in the county of Brecon.

To provide for the better management and improvement of the estates, tolls, duties, profits, and other property of the mayor, aldermen, and burgesses of the said borough of Brecon (hereinafter called the Corporation), and for ascertaining the tenure, circumstances, rental, and value thereof, and for the letting or other disposition thereof at the best prices, and the due application of the income and proceeds thereof.

To provide for the sale of lands, buildings, and property acquired by the Corporation under the said Act, and not required for the purposes thereof, and the sale of other parts of their estates and property, and the application of the proceeds in or towards the discharge of their liabilities.

To provide for the appointment by the Corporation, the mortgagees or debenture-holders under the said Act, and the Company to be incorporated by the said Bill, or by one or more of those bodies of a committee or body of commissioners and officers for the purposes aforesaid, or some of them, and to vest the said estates and property in them or in the intended Company, or partly in such committee or commissioners and partly in such Company.

To vary the application of the tolls, rents, and stallages arising under the said Act or the said Bill, and other the income of the Corporation, and the order and priority in which the Corporation and their said mortgagees or debenture-holders and their other creditors are entitled to participate therein, and to supersede the receiver appointed by the Court of Chancery in the suit of De Winton versus the said mayor, aldermen, and burgesses, and their judgment creditors who are or may be in possession of any part of the property of the Corporation, or in receipt of the income thence arising, and to prevent or restrict the future possession thereof by the creditors of the Corporation.

To reduce and fix the sums payable to the Corporation and their creditors out of the tolls, rents, stallages, and other revenue arising under the said Act or the intended Bill.

To incorporate the said mortgagees or debenture holders, or some of them, either alone or with other persons or corporations, or to incorporate other persons into a company, and to enable that company to establish, construct, and provide within the borough of Brecon new markets, market-places, and market-houses, fairs, and places for holding fairs, slaughter-houses, fasting-houses, pasture-grounds, buildings, and conveniences, with proper drainage and approaches thereto, for the said borough and neighbourhood, for the sale of horses, cattle, and other live stock, and provisions, goods, and commodities.

To incorporate the "Markets and Fairs Clause Act, 1847," and to apply the provisions of that Act and the intended Bill to the borough of Brecon, including the liberties thereof and the extra-parochial places or districts of the Castle and Christ's College.

To vest in the intended Company the existing markets and fairs, market-places, and places for holding fairs, slaughter-houses, weighing-houses, and weighing-machines, or some of them, and to authorise the removal or discontinuance thereof, and to rescind or alter the bye laws and regulations of the Corporation with reference thereto.

To vest in the intended Company the powers, rights and privileges of the Corporation with

reference to markets and fairs, and to enable the intended Company to fix and alter the periods for holding the markets and fairs, and to make rules and bye-laws for regulating the same and the market-places, market-houses, places for holding fairs, slaughter-houses, and other buildings and conveniences, and the persons resorting thereto.

To prohibit or restrict the holding or use of any markets, market-places, market-houses, fairs, places for holding fairs, and slaughter-houses other than those of the intended Company, and to prohibit or restrict the sale, and hawking or exposure for sale of live and dead stock, and other marketable commodities, and the slaughtering of animals, elsewhere than in the places provided by the intended Company.

To enable the intended Company to levy tolls, rates, rents, stallages, dues, and payments in, at, or for the use of the present and proposed markets, market-places, market-houses, fairs, places for holding fairs, slaughter-houses, weighing-houses, and other works and conveniences, and to let the same, and to alter or repeal those which the Corporation are now authorised to levy (whether under the said Act or otherwise), or some of them, and to alter the tolls on corn and certain other commodities, and to make regulations with reference thereto, and to confer, vary, or extinguish exemptions from the payment of all or any of the tolls, rates, rents, dues, and payments aforesaid.

To impose penalties, to repeal some of the penalties imposed by the first-mentioned Act, and to alter the application of others.

To enable the intended Company to purchase and take by compulsion and by agreement, lands, houses, and hereditaments, in the Chapelry of Saint Mary, in the parish of Saint John the Evangelist, in the borough and county of Brecon, and to open, break up, alter, stop up, and divert, temporarily or permanently, any public or private streets, roads, bridges, ways, paths, passages, sewers, drains, watercourses, tramways, railways, and canals, within the parishes and places aforesaid.

To provide for the substitution of shares, stock, mortgages, annuities, or other securities of the intended Company for the debentures, mortgages, and other securities granted by the Corporation.

To sanction and give effect to contracts and arrangements between the intended Company, the Corporation and their mortgagees, debenture holders, and other creditors, for all or any of the purposes of the Bill.

To vary or extinguish all rights and privileges inconsistent with the objects of the intended Bill, and to confer other rights and privileges.

Plans of the lands, houses, and property intended to be taken for the purposes of the Bill, with a book of reference thereto, and a copy of this notice, will on or before the 30th day of November instaut, be deposited for public inspection with the Clerk of the Peace of the county of Brecon, at his office at Brecon, in that county, and with the parish clerk of the said parish of Saint John the Evangelist, in the borough of Brecon, at his place of abode.

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

Dated this 12th day of November, 1861.

J. R. Cobb, Brecon, Solicitor for the Bill.

Ventnor Harbour Company.

Incorporation of Company; Construction of Esplanade Road Embankment, Piers and Quays, for a Harbor, or Dock, and other purposes at Ventnor, in the parish of Newchurch, in the Isle of Wight, in the county of Southampton, with approaches and other Works; Deepening of Ventnor Bay or Cove; Power to levy Tolls, &c.

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to incorporate a Company for the purpose of making and maintaining the works hereinafter mentioned, or some of them, with all proper approaches and conveniences connected therewith, wholly in the parish of Newchurch, in the Isle of Wight, the foreshore of Ventnor Bay, or Cove, between high and low water mark, and in the bed of the sea below low water mark, that is to say:—

1.—An embankment with a road or esplanade thereon, at or near Ventnor, in the parish of Newchurch, in the Isle of Wight, and fronting Ventnor Bay, or Cove, commencing at a point on the sea-wall of the Ventnor esplanade, 20 yards or thereabouts to the north-west by west of the east end of the said sea-wall of the Ventnor esplanade, and terminating at a point 250 yards, or thereabouts, south-east by east from the east end of the sea-wall of the Ventnor esplanade, which embankment will form a solid esplanade, or road, of the length of 250 yards, or thereabouts, and of an average width of 30 yards, or thereabouts, between the points above named, and will be carried on to the foreshore between high and low water mark, to an extreme distance of 33 yards, or thereabouts, in a south south-easterly direction from the point firstly described as the commencement of the embankment, and to an extreme distance of 33 yards, or thereabouts, in a south-westerly direction from the point secondly described as the termination of such embankment.

2.—Two piers or jetties, with all proper works and conveniences connected therewith, for the purposes of landing and embarking passengers, animals, goods, wares, and merchandise therefrom, and for the purpose of forming a harbour for the shelter and accommodation for ships landing and embarking passengers and goods at Ventnor aforesaid, and all necessary and suitable locks, basins, gates, sluices, entrances, culverts, embankments, wharves, landings, tramways, buildings, lighthouses, bonded and other warehouses, machinery and other necessary works, in connection therewith, the termini of which piers or jetties will be as follows, namely:—

The first pier or jetty will commence by a junction with the embankment at or near the point firstly described as the commencement of the embankment, and be extended seaward on the east side of the Lion Rocks in a direction toward the south south-east for a distance of 140 yards, or thereabouts, and then diverge in a direction south-east by east, for 100 yards, or thereabouts, and terminate there.

The second jetty will commence by a junction with the embankment at or near the point secondly described as the terminus thereof, and be extended in a south-west direction seaward for a distance of 110 yards, or thereabouts, and will terminate there. The jetties respectively will terminate in the bed or soil of the sea below low water mark.

3.—The dredging, scouring, and deepening the bed of the said harbour, or dock and the bed or soil of Ventnor Bay, or Cove, opposite to

the entrance to such intended harbour or docks, or near thereto, and the placing and maintaining moorings, buoys, dolphins, capstans, and other necessary works, for the warping or otherwise assisting vessels entering or leaving the said intended new harbour or dock, or lying outside the same.

4.—And it is also intended to apply for powers to construct, maintain, and keep a road commencing on the foreshore, by a junction with the east end of the said embankment, at the terminus thereof, before described, and terminating by a junction with Victoria-street, 75 yards, or thereabouts, south of the south-east corner of Albert-street.

And it is also intended to apply for powers to make lateral deviations from the line of the said esplanade road embankment, piers, jetties, and other works, to the extent or within the limits defined upon the plans hereinafter mentioned, and also to cross, divert, alter, or stop up, whether temporarily or permanently, all such roads, streets, and other highways, streams, canals, sewers, pipes, navigations, bridges, and works within the said parish, as it may be necessary to divert, alter, or stop up, for the purposes of the said esplanade road embankment, piers, jetties, and other works, or any of them.

Powers will be applied for to enable the Company to enter into arrangements with the Commissioners of Her Majesty's Customs with reference to the bonded warehouses of the Company.

And notice is hereby further given, that a plan of the said intended Esplanade Road Embankments, piers, jetties, and works, and also a duplicate of such plan, and a section and duplicate thereof, together with books 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 Southampton, at his office at Winchester, in the said county, on or before the 30th day of November, 1861; and on, or before, the said 30th day of November, 1861; a copy of such plan and section, together with a book of reference thereto, and a copy of the Gazette notice, will be deposited with the parish clerk of the parish of Newchurch, otherwise Newchurch South, aforesaid, at his place of abode.

And notice is hereby further given, that it is intended in the said Bill to apply for powers for the compulsory purchase of lands and houses, and to vary or extinguish all foreshore and other rights, franchises, and privileges, in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid, and also to levy tolls, rates, or duties, upon or in respect of the said road embankments, piers, jetties, and other works, and to alter, vary, or extinguish existing tolls, rates, or duties, to confer exemption from payment of tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

And it is also intended to incorporate the "Companies Clauses Consolidation Act, 1845;" the "Lands Clauses Consolidation Act, 1845;" the "Lands Clauses Consolidation Acts Amendment Act, 1860;" and the "Harbours, Docks, and Piers Clauses Act, 1847."

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

Dated this 15th day of November, 1861.

William Rawlins, Winchester,

C. F. Fisher, Ventnor, Solicitors.

Frederick Gale, 43, Parliament-street,
Westminster, Parliamentary Agent.

In Parliament.—Session 1862.

Isle of Wight Railway.

(Incorporation of Company; Construction of Railway from the Isle of Wight Railway (Eastern Section) to Newport; Compulsory purchase of Lands; Arrangements with other Companies; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to introduce a Bill, and to pass an Act to incorporate a Company for the purpose of making and maintaining the railway hereinafter mentioned, or some part or parts thereof, together with all proper stations, works, conveniences and approaches connected therewith (that is to say):—

A railway commencing by a junction with the line of railway authorised by the "Isle of Wight Eastern Section Railway Act, 1860," in or near a field belonging to Sir Henry Oglander, and now or late in the occupation of George Cowper, numbered 142, in the parish of Brading, in the plans referred to in the preamble to the last-mentioned Act, and being at or about 17 chains northwards of the bridge, carrying the high road from Brading to Sandown, over the river Yah, and passing thence, in, through, and into the several parishes, townships, extra-parochial, and other places following, or some of them, viz., Yaverland, Brading, Alverstone, Newchurch, Godshill, Arreton, Gatcombe, Blackwater, Mers-ton, Whippingham, St. Nicholas, Newport, and Carisbrooke, or some of them, and terminating at or near a fence on the south side of South-street, in Newport, in a garden, the property of Queen's College, Oxford, and situate in the parish of St. Nicholas, in the borough of Newport, and at a point about 2 chains from the centre of the Pan Bridge, carrying the road at the foot of South-street, aforesaid, over the River Medina.

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

And it is also intended by the said Act to enable the said Company so to be incorporated, for the purpose of the said intended railway and works, to take powers to purchase lands and houses by compulsion or agreement, and to vary or extinguish rights and privileges in any manner connected with the lands or houses proposed to be taken as aforesaid, and to levy tolls, rates, and charges, for the use of the said railway and works, and to alter, vary, or extinguish existing tolls, rates, and duties, and to confer, vary, and extinguish other rights and privileges.

And it is also proposed by the said Act, to enable the Company to be incorporated as aforesaid, and the Cowes and Newport Railway Company, and the Isle of Wight Eastern Section Railway Company, all or any of them, to enter

into and carry into effect any agreements and arrangements which they may have made, or shall make, with respect to the working, use, management, construction, and maintenance of the undertaking authorized by the said intended Act, or any part thereof, and with respect to the payment or contribution by and between the said Companies, or any or either of them, towards the costs, charges, and expenses of such working, use, management, construction, and maintenance, and to authorize such last-mentioned Companies, or either of them, to work and use the said intended railways, or any part thereof, and to regulate and manage the traffic thereon, and to agree with the Company to be incorporated for the payment of certain tolls, or sums of money, for the use of the said railways, or for the apportionment of the tolls and fares, received on the intended railways, or the payment of fixed sums in lieu thereof.

And it is intended to incorporate with the said Act "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," or some part or parts thereof.

And notice is hereby further given, that on or before the 30th day of November instant, maps, plans, and sections, describing the directions, line, and levels of the said intended railway and works, and the lands 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 the occupiers of such lands; and also a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Southampton, at his office at Winchester, in the said county; and also with the Clerk of the Peace for the county of the Isle of Wight, at his office at Newport, in the said island; 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 each parish or extra-parochial place, in or through which the said intended railway and works are proposed to be made, together with a copy of this notice, published as aforesaid, will be deposited as follows (that is to say): In the case of parishes with the parish clerk of each of such parish at his residence, and in case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence.

And notice is hereby further given, that so far as may be necessary for carrying into effect all or any of the above objects, it is intended to alter, amend, extend, vary, and enlarge, or repeal all or some of the powers and provisions of the following Acts, viz., "The Cowes and Newport Railway Act, 1859," and "The Isle of Wight Eastern Section Railway Act, 1860."

And notice is hereby further given, that printed copies of the Bill relating to the objects aforesaid, will be deposited on or before the 23rd day of December, 1861, in the Private Bill Office of the House of Commons.

Dated this 13th day of November, 1861.

Tilleard, Son, Godden, and Holme, 34, Old Jewry, London, Solicitors to the Bill.

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

Whitchurch, Wrexham, Mold, and Connah's Quay Junction Railway.

(Incorporation of Company—Power to make a Railway from Wrexham to join the Buckley and Connah's Quay Railway at Buckley, with Branches to Frood and Moss, and to Gwersyllt, and Junctions with the Shrewsbury and Chester Branch of the Great Western Railway, at or near the Wrexham Station, and with the Chester and Mold Branch of the Chester and Holyhead Railway near the Hope Station, and a Railway from Wrexham to join the Oswestry, Ellesmere and Whitchurch Railway, at or near Bettesfield, and also a Railway from Park Eyton to Wrexham—Running Powers over the Buckley and Connah's Quay Railway, the Chester and Mold Railway, the Mold and Denbigh Railway, the Vale of Clwyd Railway, and the Oswestry, Ellesmere, and Whitchurch Railway—Power to make Arrangements with the above Companies—Power to levy Tolls—Amendment of Acts, and other purposes.)

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

To incorporate a Company, hereinafter called "the Company," and to enable the Company to make and maintain the following railways or some or one of them, with all proper and necessary stations, works, and conveniences connected therewith; that is to say:

Railway No. 1.

A railway (hereinafter called railway No. 1.) commencing by a junction with the Shrewsbury and Chester Branch of the Great Western Railway; at or near the centre of the down passengers' platform of their station at Wrexham, in the parish of Wrexham, in the county of Denbigh, passing thence from, in, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them; that is to say:—Wrexham, Wrexham Abbot, Wrexham Regis, Acton, Stansty, Gresford, Broughton, Brymbo, Bersham, Gwersyllt, Cymmau, Llai otherwise Llay, in the county of Denbigh; Hope, Hope Owen, Cefnybedd, Caergwile, Estyn, Rhanberfedd, Uwchymynydd ucha, Uwchymynydd issa, Kinnerton, Tryddyn, Llanfynydd, Higher Kinnerton, Lower Kinnerton, Mynydd, Bychan, Ashton, Bannel or Banel, Bretton, Broad Lane, Broughton, Ewloe, Ewloe Town, Ewloe Wood, Hawarden or Penarlag, Buckley, Buckley Mountain, Mancott, Manor and Rake, Moore, Moore, Pentrobryn, Saltney, Sealand, and Sholton, Shordley, Leeswood, Coedllai, Nerquis, Hartsheath or Yr Orsedd, Bistre, Broncoed, Mold, Arddywent Argoed, Hendre, Biffa, Doddleston, all in the county of Flint; and Doddleston, partly in the county of Chester, and partly in the county of Flint, and terminating by a junction with the Chester and Mold Branch of the Chester and Holyhead Railway, at or near a point being 520 yards towards Mold from the distant signal post on the west side of the Hope Station on the last-mentioned railway.

Railway No. 2.

A railway (hereinafter called railway No. 2) commencing by a junction with the said Chester and Mold Branch of the Chester and Holyhead Railway, at, or near to the termination of railway No. 1 as aforesaid, passing thence from, in, through, or into the several parishes, townships, extra-parochial, and other places following, or

some of them; that is to say:—Hope, Hope Owen, Rhanberfedd, Estyn, Shordley, Higher Kinnerton, Lower Kinnerton, Aston, Bannel, otherwise Banel, Bretton, Broad-lane, Broughton, Ewloe, Ewloe Town, Ewloe Wood, Hawarden or Penarlag, Mancott, Manor and Rake, Moore, Moore, Pentrobryn, Saltney, Sealand, Sholton, Mold, Bistre, Argoed, Arddynwynt, Broncoed, Hartsheath otherwise, Yr Orsedd, Hendre, Biffa, Leeswood, Buckley, Buckley Mountain, Cold Harbor, all in the county of Flint, and terminating by a junction with the authorized line of the Buckley and Connah's Quay Railway, at or about 100 yards north of the bridge under the said railway, which crosses the tramway leading to Messrs. Davison and Company's Ewloe Brick Works, at or near Buckley, in the parish of Hawarden aforesaid.

Railway No. 3.

A railway (hereinafter called railway No. 3) commencing in the parish of Hope, in the county of Flint; by a junction with the proposed railway No. 1, in a field called the Big Field, belonging to the Rev. John Henry Kirwan Ward, and in the occupation of Hugh Hughes, situated on the north side of the road leading from the Hope Station of the Chester and Mold Branch of the Chester and Holyhead Railway to Pontblyddyn otherwise Pontbleiddyn, in the township of Hope Owen, in the said parish of Hope, passing thence from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say:—Hope, Hope Owen, Mold, Hawarden, Bannel otherwise Banel, and terminating by a junction with the proposed railway No. 2, in a field called the Willow or Withy Field, in the township of Bannel otherwise Banel, in the parish of Hawarden, in the county of Flint, belonging to Sir Stephen Richard Glynne, Bart., and in the occupation of Thomas Wright, and situate at or about 440 yards to the northwards of the distance signal-post, on the Mold side of the said Hope Station.

Railway No. 4.

A railway (hereinafter called railway No. 4), commencing by a junction with the hereinbefore described railway No. 1 at or near the point where it is proposed that such last-mentioned railway should cross the turnpike road leading from Wrexham to Mold at or about 60 yards to the north or Mold side of the second mile-stone from Wrexham, marked "Wrexham, 2 miles," "Mold, 9 miles," in the township of Gwersyllt, in the parish of Gresford, in the county of Denbigh, passing thence from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them; that is to say:—Broughton, Gwersyllt, Gresford, Llay, Stansty, Wheatsheaf, all in the county of Denbigh, and terminating in a field on the east side and adjoining the said turnpike road leading from Wrexham to Mold, and called the Pinfold Field, the property of Thomas Randall Wheatley, Esq., and in the occupation of Michael Humble, Esq., situate in the said parish or town of Gwersyllt, and at or about 200 yards to the north-east of the entrance gate from the said road to Gwersyllt Church.

Railway No. 5.

A railway (hereinafter called railway No. 5) commencing by a junction with the said proposed railway No. 1, at or near a point where it is proposed that the said last-mentioned railway should cross the public road leading

from the Cross-street toll-bar, on the Wrexham and Mold turnpike-road, to the Moss Valley; at, or about 320 yards north-west of the said toll-bar, passing thence from, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say:—Wrexham, Gresford, Gwersyllt, Cross-street, Broughton, Brymbo, Moss Valley, Frood otherwise Ffrwd, all in the county of Denbigh, and terminating at or near certain coal-pits, numbered or called, pits numbered 4 and 5, at a colliery, or coal works, belonging to Thomas Clayton, Esq., of Brynmally, and situate at or near the Moss Pool, in the township, parish, or place of Gwersyllt, in the county of Denbigh, the reputed property of William Winsor, Esq., and in the holding or occupation of the said Thomas Clayton, Esq.

Railway No. 6.

A railway (hereinafter called railway No. 6) commencing by a junction with the last-mentioned railway No. 5, at or near a point in a field called Middle Field, now or late the property of Miss Mary Boydell, in the township or parish of Gwersyllt, in the county of Denbigh, and being 250 yards or thereabouts eastward of the public-house called the Frood Inn, passing from thence in, through, or into the several townships, parishes, extra-parochial and other places following, or some or one of them; that is to say:—Wrexham, Gresford, Gwersyllt, Broughton, Brymbo, Moss Valley, Frood otherwise Ffrwd, in the county of Denbigh, and terminating at the coal-pit bank of No. 3 Pit of the Brynmally Colliery Company, situate in the township of Broughton, in the parish of Wrexham, in the county of Denbigh, the property of the said Thomas Clayton, Esq., and in his own occupation.

Railway No. 7.

A railway (hereinafter called railway No. 7) commencing by a junction with the Shrewsbury and Chester Branch of the Great Western Railway, at or near the centre of the down passenger platform at the station at Wrexham, in the parish of Wrexham, in the county of Denbigh, passing from, in, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them; that is to say:—Wrexham, Wrexham Abbot, Wrexham Regis, Stansty, Acton, Marchwiel, Abenbury, Fawr, Sesswick, Eyton, Pickill, Trebrys, Bangor, Bangor-is-y-coed or Bangor Monachorum, all in the county of Denbigh; Abenbury, Fechan, Bangor, Bangor-is-y-coed or Bangor Monachorum, Worthenbury, Thrapwood, Overton, Iscoyd, Willington, Tybroughton, Haighton, Bronnington, Bettisfield, Hanmer, and Penley, all in the county of Flint; Welshampton, Trench, Tetchill, Coptiviney, Stocles, Newton, Northwood, Lineal, Lee, Kenwick's Wood, Kenwick's Park, Whittal, Sockett, Kenwick, Hampton's Wood, Ellesmere, Birch, and Lyth, all in the county of Salop, and terminating by a junction with the Oswestry, Ellesmere, and Whitchurch Railway, now in course of construction, in a field numbered 182 on the deposited plans referred to in the 19th section of the Oswestry, Ellesmere, and Whitchurch Railway Act, 1861, in the occupation of John Madely, situate in the township of Lineal, in the parish of Ellesmere, in the county of Salop.

Railway No. 8.

A railway (hereinafter called railway No. 8) commencing by a junction with the Shrewsbury and Chester Branch of the Great Western Railway, at or near the centre of the down passenger

platform at their station at Wrexham, in the parish of Wrexham, in the county of Denbigh, thence passing from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them; that is to say:—Stansty, Wrexham, Wrexham Abbot, Wrexham Regis, Acton, Broughton, and Bersham, in the county of Denbigh, and terminating by a junction with the authorized Wrexham and Minera Railway, at or near a point on the same railway, three furlongs and two chains distant from the point of junction of the said last-mentioned railway with the Great Western Railway, at or near the Wrexham workhouse level crossing on that railway, as shown upon the plans deposited in respect of the said Wrexham and Minera Railway previously to the Act of Parliament authorizing the construction thereof.

Railway No. 9.

A railway (hereinafter called railway No. 9) commencing at or near Park Eyton at a point on the turnpike road leading from Ruabon to Overton, 20 yards or thereabouts west of the post-office, and near a farm called Cae Gwydd, in the parish of Erbistock, in the county of Denbigh, and passing thence from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them; that is to say:—Wrexham, Wrexham Regis, Wrexham Abbot, Bersham, Abenbury fawr, Marchwiel, Sontley, Gyselia, Erdigg, Gresford, Hafod, Esclusham below, Morton, Morton Anglicorum, Morton Wallicorum, Morton above, Morton below, Bellan, Hafod, Hafody-bwch Ruabon, Boddyltyn Rhyddallt, Dynhinlle issa, Dynhinlle ucha, Eyton, Eyton Park, Park Eyton, Bangor, Bangor Monachorum, Bangor-is-y-coed, and Erbistock, all in the county of Denbigh, and Abenbury Fechan, in the county of Flint, and terminating by a junction with the Shrewsbury and Chester Branch of the Great Western Railway, at a point thereon near the centre of the down passenger platform of the Wrexham Railway Station.

To take powers to 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, or any of them, and of the works connected therewith.

To take powers to purchase lands and buildings by compulsion or agreement for the purposes of the 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 intended railways and works, and to levy tolls and duties upon or in respect of the intended railways, and to alter existing tolls, rates, and duties, and confer exemptions from payment of the same and other rights and privileges.

And it is also proposed by the said intended Act, to take power to enable the Company to form junctions with the rails of the Shrewsbury and Chester Branch of the Great Western Railway, the Chester and Mold Railway, the Oswestry, Ellesmere, and Whitchurch Railway, the Buckley and Connah's Quay Railway, and each or either of them, at the respective proposed points of junction with those railways; and to enable the Company, and all persons and corporations lawfully using the whole or any part of the in-

tended railways of the Company, their officers, and servants, to run over, work, and use with their engines and carriages, and for the purposes of their traffic, upon such terms (in default of agreement) as shall be settled by the Board of Trade, or by arbitration, all or any part of the lines of railway, stations, watering places, sidings, works, and conveniences of the Shrewsbury and Chester Railway Company, the Chester and Mold Railway Company, the Mold and Denbigh Junction Railway Company, the Oswestry Ellesmere, and Whitchurch Railway Company, and the Buckley and Connah's Quay Railway Company, or any or either of them, or of their or any of their lessees and assigns.

And it is also proposed by the said intended Act to take powers for effectually securing the due interchange, accommodation, protection, and direct and speedy transmission of traffic passing to, from, or over all or any part of the said intended railways of the Company, or to, from, or over the railways of the before-mentioned Companies, or any or either of them, and for ensuring all requisite or desirable facilities for those purposes, and in default of agreement for referring to the Board of Trade or to arbitration, the terms and conditions upon which such interchange, accommodation, protection, transmission, and other facilities are to be afforded and effected, and so far as may be necessary for the objects and purposes of the said intended Act, to alter the tolls and charges which the said Companies, or any or either of them are now authorized to take, and to confer, vary, or extinguish exemptions from the payment thereof, and to confer, vary, or extinguish other rights and privileges.

And it is also proposed to take power to enable the Company and the before-mentioned Companies or any or either of them, to enter into agreements for an interchange of traffic, and for respectively working and using their respective lines of railway and works, or any or either of them.

And it is intended to incorporate with the said Acts, "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," or some part or parts thereof.

And it is proposed for all or any of the purposes aforesaid, to alter, amend, extend, and enlarge, vary, or repeal all or some of the powers and provisions of the several Local and Personal Acts following, or some of them; that is to say:—

The Oswestry, Ellesmere, and Whitchurch Railway Act, 1861, and the following Acts relating to the Mold and Denbigh Junction Railway Company, viz.:—24 and 25 Vic. cap. 247; and the following Acts relating to the Chester and Mold Railway Company, viz., 10 and 11 Vic., cap. 162; and 12 and 13 Vic., cap. 41; and the following Act relating to the Buckley and Connah's Quay Railway Company, 23 and 24 Vic., cap. 89; and the following Acts relating to the Chester and Holyhead Railway Company, viz.:—7 and 8 Vic., cap. 65; 8 and 9 Vic., cap. 33; 10 and 11 Vic., caps. 147, 162, and 238; 11 and 12 Vic., cap. 60; 12 and 13 Vic., cap. 41; 13 and 14 Vic., cap. 111; 14 and 15 Vic., cap. 21; 17 and 18 Vic., cap. 168; 21 and 22 Vic., cap. 130, and 23 and 24 Vic., cap. 149; and the following Acts relating to the Shrewsbury and Chester Railway Company, viz., 7 and 8 Vic., cap. 99; 8 and 9 Vic., caps. 42 and 115; 9 and 10 Vic., caps. 250, 251, 274, and 275; 10 and 11 Vic., cap. 144; 12 and 13 Vic., cap. 55; 14 and 15 Vic., cap. 131; 15 and 16 Vic., cap. 146; 17 and

18 Vic., caps. 130, 192, sec. 3, and 222; 21 and 22 Vic., cap. 92, sec. 75; and any other Acts of the said Company respectively; and the Act passed in the fifth and sixth years of the reign of King William IV, 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 several other Acts relating to or affecting the Great Western Railway Company.

And notice is hereby further given, that on or before the 30th day of November, 1861, 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 in Shrewsbury; with the Clerk of the Peace for the county of Denbigh, at his office in Ruthin; with the Clerk of the Peace for the county of Flint, at his office in Mold; and with the Clerk of the Peace for the county of Chester, at his office in Chester; 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 in or through which the said railway and works are intended to be constructed; together with a copy of the said notice, will be deposited with the parish clerk of each such parish at his usual place of abode, and in the case of extra-parochial places, with the parish clerk of the adjoining parish.

Printed copies of the proposed Bill for effecting the objects specified in this notice, or some of them, will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated the 13th day of November, 1861.

Thomas and Charles Minshall, Oswestry;
Edgworth and Devereux Pugh, Wrexham;

Solicitors for the Bill.

Wyatt and Metcalfe, No. 28, Parliament-
street, Westminster;

Parliamentary Agents.

East Grinstead, Groombridge, and Tunbridge Wells Railway.

(Incorporation of Company for making a Railway from East Grinstead to near Groombridge; Running Powers thence to Tunbridge Wells, over Brighton, Uckfield, and Tunbridge Wells Railway; Working arrangements with London, Brighton, and South Coast and South Eastern Railway Companies; Power to those Companies to Subscribe; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to incorporate a Company for making and maintaining the railway following, with all proper works and conveniences connected therewith, and approaches thereto (that is to say): a railway to be wholly situate in the county of Sussex, and commencing in the parish of East Grinstead, by a junction with the East Grinstead Railway, at or near the terminus thereof, and terminating in the parishes of Withyham and Rotherfield, or one of them, by a junction with the Brighton, Uckfield, and Tunbridge Wells Railway, as authorized to be made at a point thereon, 200 yards or thereabouts to the eastward of Coarsely Farm House, in the said parish of Withyham, which said intended railway and works will pass from, in, through, or into, or be situate within the several parishes and extra-

parochial or other places following, or some of them (that is to say): East Grinstead, Hartfield, Withyham, and Rotherfield, in the said county of Sussex.

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

And it is intended by such Act to empower the Company to be thereby incorporated to stop up, cross, divert, or alter, either temporarily or permanently, any turnpike or other roads, streets, highways, bridges, footpaths, ways, and rights of way, railways, tramways, canals, aqueducts, rivers, navigations, streams, pipes, sewers, drains, and water-courses, within the parishes, townships, and extra-parochial or other places aforesaid, or any of them, which it may be necessary to stop up, cross, divert, or alter, for the purposes of the said intended railway and works, or other the purposes of the said Act.

And it is proposed by the intended Act, to authorize the levying of tolls, rates, and duties, for or in respect of the use of the said proposed railway and works, and the conveniences and accommodations connected therewith, or of any railways, stations, and works, which the Company proposed to be incorporated, may be authorized to run over or use, and to confer, vary, or extinguish, exemptions from the payment of tolls, rates, and duties respectively, and to alter existing tolls, rates, and duties.

And it is proposed by the intended Act, to authorize the London, Brighton, and South Coast Railway Company, and the South Eastern Railway Company, or one of them, to subscribe and contribute funds towards the construction or maintenance of the said intended railway and works, or any part or parts thereof, and to take and hold shares in the capital of the Company, and to apply to the purposes aforesaid, or any of them, any capital or funds now or hereafter belonging to them, or under the control of their respective directors, and to raise additional monies for that purpose, by the creation of new shares in their undertaking, with or without preference or priority, in payment of dividend, or by borrowing, or by either of those means.

And it is proposed by the intended Act, to enable the Company to be thereby incorporated on the one hand, and the London, Brighton, and South Coast and South Eastern Railway Companies, or one of them, on the other hand, to enter into agreements and arrangements with respect to the working, use, management, and maintenance of the said intended railway and works, or any part or parts thereof, and the management, interchange, regulation, working, and direction of the traffic, upon or over the said intended railway and works, or some part or parts thereof, and the collection, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from the said intended railway and works, or any part or parts thereof.

And it is intended by such Act, to enable the Company to be thereby incorporated, to run over and use with their engines, carriages, and wagons, or with engines, carriages, and wagons, coming to or from, or using the said intended railway, so much of the said Brighton, Uckfield, and Tunbridge Wells Railway, as lies between the point

of junction therewith, of the said intended railway, and the terminus thereof, at Tunbridge Wells, in the parishes of Speldhurst, and Tunbridge, or one of them, in the county of Kent, and also to run into and use the stations, works, sidings, watering places, and other conveniences and accommodations 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.

And it is intended by such Act, to alter, amend, enlarge, or to repeal, so far as may be necessary for the purposes aforesaid, the powers and provisions of the Acts following, relating to the London, Brighton, and South Coast Railway Company, namely: 5 and 6 Wm. 4, cap. 10; 6 and 7 Wm. 4, cap. 121; 7 Wm. 4, and 1 Vic., cap. 119; 1 and 2 Vic., cap. 20; 2 and 3 Vic., cap. 18; 3 and 4 Vic., cap. 127; 6 and 7 Vic., caps. 27 and 62; 7 and 8 Vic., caps. 67, 91, 92, and 97; 8 and 9 Vic., caps. 52, 113, 196, 199, and 200; 9 and 10 Vic., caps. 54, 63, 64, 68, 69, 83, 234, 281, and 283; 10 and 11 Vic., caps. 167, 244, and 276; 11 and 12 Vic., cap. 136; 16 and 17 Vic., caps. 41, 86, 88, 100, and 180; 17 and 18 Vic., caps. 61, 68, and 210; 18 and 19 Vic., caps. 114, and 169; 19 and 20 Vic., caps. 87, 92, and 105; 20 and 21 Vic., caps. 60, 133, and 143; 21 and 22 Vic., caps. 57 and 84; 22 and 23 Vic., caps. 69, 81, 98, 112, 125, and 134; 23 and 24 Vic., caps. 109 and 171; and any other Act or Acts relating directly or indirectly to or affecting the London, Brighton, and South Coast Railway Company.

And also of the Acts following relating to the South Eastern Railway Company, namely, 6 Wm. 4, cap. 75; 1 Vic., cap. 93; 2 Vic., cap. 42; 2 and 3 Vic., cap. 79; 3 Vic., cap. 46; 5 Vic., sess. 2, cap. 3; 6 and 7 Vic., caps. 51, 52, and 62; 7 Vic., cap. 25; 7 and 8 Vic., caps. 69 and 91; 8 and 9 Vic., caps. 167, 186, 197, and 200; 9 Vic., caps. 55, 56, and 64; 9 and 10 Vic., caps. 305 and 399; 10 and 11 Vic., caps. 104 and 230; 13 and 14 Vic., cap. 31; 15 and 16 Vic., cap. 103; 16 and 17 Vic., caps. 116, 121, 130, and 156; 18 and 19 Vic., cap. 16; 20 and 21 Vic., cap. 155; and the Acts of the 22nd and 23rd, 24th and 25th Vic., caps. 12 and 191; and any other Act or Acts relating directly or indirectly to or affecting the South Eastern Railway Company; and also of "The Brighton, Uckfield, and Tunbridge Wells Railway Act, 1861," and also of the Act 17 and 18 Vic., cap. 88; and of any other Act or Acts relating directly or indirectly to or affecting the East Grinstead Railway Company.

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

before the 28rd day of December next, printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 13th day of November, 1861.

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

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

(Lease to, or purchase of, undertaking by the Manchester, Sheffield, and Lincolnshire, and London and North Western Railway Companies; 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 authorize and empower the Oldham, Ashton-under-Lyne, and Guide Bridge Junction Railway Company hereinafter called the Oldham Company) to grant for a term of years, or in perpetuity, a lease of, or to 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 Railway Companies (hereinafter called the two Companies) jointly, and to authorize and empower the two Companies jointly to take such lease or transfer, and to make such purchase 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 two Companies, in case of a lease, during the continuance thereof, and in case of a purchase absolutely and for ever, all or any of the rights, powers, privileges, authorities, obligations, claims, and demands of the Oldham Company, whether with reference to the levying of tolls, rates, and duties, or otherwise, and whether held and enjoyed by them separately or jointly with any other Company or Companies, or any person or persons, and whether in relation to their own undertaking or to the undertaking of any other Company, body, or person; and also the benefit of, and obligation to fulfil, all or any contracts and agreements entered into, by or on behalf of the Oldham Company, with any other Company, body, or person, and all such other powers as may be deemed necessary in relation thereto.

To authorize the two Companies, or either of them, to guarantee interest or dividend on such part of the capital of the Oldham Company as may have been, or may be, agreed between them and the Oldham Company.

To authorize and empower the two Companies, 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 authorized to raise, and if thought fit, to raise further moneys, by the creation of new shares or stock in their respective 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, 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 the winding up of their affairs.

To confirm and give effect to the provisions and stipulations contained in any contracts or agreements made between or on behalf of the Oldham

Company and the two Companies, with reference to all or any of the matters aforesaid; and with reference to the working and use by the two Companies of the undertaking of the Oldham Company, and the rights and interests of the two Companies therein, and the accommodation to be afforded to their respective traffic on the railway or within the stations of the Oldham Company; and to authorize and empower the Oldham Company, and the two Companies jointly, to make and enter into and carry into effect all such other contracts or agreements as they may think fit in reference thereto.

And provision will also be made in the intended Act for the conduct, regulation, and management of the undertaking of the Oldham Company, after the same shall have been leased or transferred to the two Companies, and for the appointment of a joint committee and of an arbitrator, for such purpose.

To alter amend, extend, and enlarge, and, if need be, to repeal some of the powers and provisions of the several Acts following, or some of them, directly or indirectly relating to or affecting the Oldham Company; that is to say: local and personal Acts 20 and 21 Vict., cap. 137; 22 and 23 Vict., caps. 113 and 129; and any other Acts relating to or affecting the Oldham Company or their undertaking; 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 Vict., cap. 81; 13 and 14 Vict., cap. 94; 15 and 16 Vict., caps. 83 and 144; 16 and 17 Vict., caps. 52 and 145; 18 and 19 Vict., caps. 91 and 129; 21 and 22 Vict., caps. 75 and 113; 22 and 23 Vict., cap. 5; 24 and 25 Vict., caps. 35, 66, and 86; and any other Acts relating to or affecting the Manchester, Sheffield, and Lincolnshire Railway Company or their undertaking; 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 Vict., caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vict., cap. 67; 9 and 10 Vict., caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vict., caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vict., caps. 58, 60, and 130; 12 and 13 Vict., cap. 74; 13 and 14 Vict., cap. 36; 14 Vict., cap. 28; 14 and 15 Vict., cap. 94; 15 Vict., caps. 98 and 105; 16 and 17 Vict., caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vict., caps. 201 and 204; 18 and 19 Vict., caps. 172 and 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 and 131; 22 and 23 Vict., caps. 1, 2, 5, 88, 113; 124, 126, and 134; 23 and 24 Vict., caps. 77 and 79; and 24 and 25 Vict., caps. 66, 110, 128, 130, 208, and 223, and any other Acts relating to or affecting the London and North Western Railway Company, or their undertaking.

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

Dated the 8th day of November, 1861.

Joseph Guy, Manchester.

Swift, Wagstaff, and Blenkinsop, 32, Great George-street, Solicitors for the Bill.

Cromford and High Peak Railway
(Lease, &c.)

(Lease to London and North Western Railway Company; Arrangements with that Company; Provisions as to discharge of debts of Cromford and High Peak Railway Company, and Alterations of and Arrangements respecting their Debenture Stocks, Preference Stocks, and Shares, and as to their Shares in Stockport, Disley, and Whaley Bridge 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 for the following purposes, or some of them (that is to say):

To authorize the Cromford and High Peak Railway Company to grant, and the London and North Western Railway Company to take, a lease of the undertaking of the Cromford and High Peak Railway Company, or of any part thereof, and of the lands, works, rights, powers, and privileges connected therewith, for such period, and upon such terms and conditions, as may be prescribed in or authorized by the Bill, and to enable the London and North Western Railway Company upon such lease to work, maintain, and improve the Cromford and High Peak Railway, and to exercise all the powers, rights, and privileges of the Cromford and High Peak Railway Company over or in connection with the undertaking of that Company, or the part thereof so leased, and to take or levy tolls, rates, and duties in respect thereof, and to apply their authorized capital or funds for all or any of such purposes:

To authorize the Cromford and High Peak Railway Company, and London and North Western Railway Company, to enter into and carry into effect any agreements or arrangements with respect to the intended lease of the undertaking of the Cromford and High Peak Railway, or to confirm any agreement entered into between such Companies for such lease, or for the working, maintenance, or user of the Cromford and High Peak Railway, or connected therewith:

To authorize or confirm agreements between the London and North Western, and Cromford and High Peak Railway Companies, and between the London and North Western, Cromford and High Peak, and Stockport, Disley, and Whaley Bridge Railway Companies, for the future management, maintenance, and working of the Cromford and High Peak Railway in connection with the Stockport, Disley, and Whaley Bridge Railway, and to authorize arrangements with respect to the shares of the Cromford and High Peak Railway Company in the Stockport, Disley, and Whaley Bridge Railway:

To authorize, or to prescribe in the Bill, arrangements with respect to the debts of the Cromford and High Peak Railway Company, and the debenture stocks, mortgage and bond debts, preferential stocks or shares, and ordinary shares of that Company; to authorize the issue of preference shares or stock for the discharge of the debts, as a first charge upon the undertaking of the Company, or with such preference as may be prescribed in the Bill, and to arrange the terms of distribution of the rent payable under the intended lease, and to alter the terms upon which any preference or priority of interest or dividend may have been granted or secured, in respect of any debenture stocks, mortgage or bond debts, or preference stock or shares of the Cromford and High Peak Railway Company, and to prescribe in the Bill or authorize the making of other arrangements in respect thereof, to extin-

guish all or any unclaimed shares, and any claims of arrears of interest or dividend, and to make other provisions with reference to the unissued share capital of the Cromford and High Peak Railway Company, or the raising of the money on mortgage or bond, which has not yet been borrowed, and with reference to the debts and financial arrangements of that Company:

To vary or extinguish all rights or privileges which will interfere with the objects of the Bill, and to confer other rights and privileges:

To alter, amend, enlarge, or repeal some of the powers and provisions of the following Acts, namely: "The Cromford and High Peak Railway Act, 1855," and "The Cromford and High Peak Railway Act, 1858;" to alter tolls, rates, and duties, authorized to be taken by such Acts, or either of them, and, so far as needful, to amend the Stockport, Disley, and Whaley Bridge Railway Acts, namely: 17 and 18 Vict., cap. 200; 18 and 19 Vict., cap. 130; 20 and 21 Vict., cap. 98; and 23 and 24 Vict., cap. 136; also the Act 9 and 10 Vict., cap. 204, intituled "An Act to consolidate the London and Birmingham, Grand Junction, and Manchester and Birmingham Railway Companies," and the several other Acts relating to the London and North Western Railway Company:

Printed copies of the intended Bill will, on or before the 25th day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 5th day of November, 1861.

Swift, Wagstaff, and Blenkinsop, 32, Great George-street, Westminster.
Philip Hubbersty, Wirksworth.

The Shrewsbury and Hereford Railway.

(Powers to lease to the London and North-Western alone, or to the London and North-Western and Great Western Railway Companies jointly; Power to stop up and divert a footway at Leominster; To make Working Agreements with the Leominster and Kington Railway Company; To subscribe to the Knighton, Central Wales, and Central Wales Extension Railways; Purchase of Additional Lands; Extension of Time for Sale of Superfluous Land; Repeal and Amendment of Acts.)

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

To authorize and empower the Shrewsbury and Hereford Railway Company to lease to the London and North-Western Railway Company alone, or to the London and North-Western and Great-Western Railway Companies, hereinafter called "the two Companies," jointly, their undertaking, and the stations, works, and conveniences connected therewith, in perpetuity, or for such term of years as may be authorized by the said intended Act, at such rent, or for such price or consideration, and upon such terms and conditions as have been or may be agreed upon between the said Companies, or as may be fixed, ascertained, or determined, in and by the said intended Act, and to authorize and empower the London and North-Western Railway Company alone, or the two Companies jointly, to take a lease of the said undertaking of the Shrewsbury and Hereford Railway Company.

To transfer to the London and North-Western Railway Company alone, or to the two Companies jointly, as the case may be, during the continuance of such lease, all 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 such lease coming into operation may be vested in, or may attach to, or might be held or enjoyed by the Shrewsbury and Hereford Railway Company, in reference to their undertaking, or the undertaking of any other Company, and all such other powers as may be deemed necessary in relation thereto.

To enable the two Companies or the London and North-Western Railway Company, as the case may be, to enter into arrangements and agreements for the joint or separate working, maintenance, management, and use of the undertaking of the Shrewsbury and Hereford Railway Company, and the railways, stations, and works belonging thereto, or any part or parts thereof respectively, and the control and management of the traffic thereon, and as to the tolls, rates, and charges to be demanded in respect thereof; and also as to the receipt of such tolls, rates, and charges; and also, if thought fit, for the appointment of a joint committee or committees for the management and working of the said undertaking, and of the traffic thereon.

Also to divert and stop up a certain footway, crossing the line of the Shrewsbury and Hereford Railway Company, in the borough of Leominster, in the county of Hereford.

Also to enable the Shrewsbury and Hereford Railway Company, or their lessees, under the said intended Act, and the Leominster and Kington Railway Company, to make and carry into effect arrangements and agreements for the working, use, and management of the undertaking of the said Leominster and Kington Railway Company for the division and apportionment of the tolls and profits arising in respect of the undertaking, and to enable the Shrewsbury and Hereford Company, or their lessees as aforesaid, to apply any portion of their income or capital to the purposes specified or contemplated by any such arrangement or agreement.

Also to enable the Shrewsbury and Hereford Railway Company, or their lessees, under the said intended Act, with the consent of their respective shareholders, to be obtained in manner to be by such Act prescribed, to subscribe, contribute, or apply, to the capitals of the Knighton, Central Wales, and Central Wales Extension Railway Companies respectively, or any of them, any portion of the capital or funds now belonging, or hereafter to belong to, or under the control of the said Shrewsbury and Hereford Railway Company; or their said lessees, not exceeding the sum of £30,000; and to enable the said Companies, or Company, or lessees, as aforesaid, to hold shares in the said Knighton, Central Wales, and Central Wales Extension Railway Companies, or any of them, and, if necessary, to raise additional capital by the creation of new shares or stock, or by borrowing, or by either of those means, and with or without a preference or priority in the payment of interest or dividend attached to such shares.

To empower the Shrewsbury and Hereford Railway Company, or their lessees, to purchase, by agreement or compulsion, certain lands, property, and houses, situate in the parishes of Holy Cross, and Saint Giles, Saint Julian, Stapleton, Church Stretton, Wistanstow, Bromfield, and Richard's Castle, in the county of Salop, and in the parishes of Richard's Castle, Eye, Bodenhams, Marden, and Lydc, in the county of Hereford, and shown upon the plans, and described in the books of reference hereinafter mentioned, for the purposes of their undertaking; and to

vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands, property, and houses, so to be purchased or taken, or which would in any manner impede or interfere with the application of the same to the purposes of the said undertaking, and to confer other rights and privileges in reference thereto.

To extend the time prescribed by "The Lands Clauses Consolidation Act, 1845," for the sale of superfluous lands which have been acquired by the Shrewsbury and Hereford Railway Company, under the provisions of any of their existing Acts, for such term or terms of years as may be provided by the said intended Act.

Also to alter, amend, extend, and enlarge, or to repeal certain of the provisions of the "Shrewsbury and Hereford Railway Act, 1856," and of the several Acts following relating to the London and North-Western Railway Company (that is to say): Local or Personal Acts, 8 and 9 Vict. caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9th Vict. cap. 67; 9 and 10 Vict. caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vict. caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vict. caps. 58, 60, and 130; 12 and 13 Vict. cap. 74; 13 and 14 Vict. cap. 36; 14 Vict. cap. 28; 14 and 15 Vict. cap. 94; 15 Vict. caps. 98, 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, 194; and 19 and 20 Vict. caps. 52, 69, 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; 24 and 25 Vict. caps. 208, 223, 110, 130, 44, 128. And also the following, or some of them, directly or indirectly relating to or affecting the Great-Western Railway Company (that is to say): Local and Personal Acts, 5 and 6 Wm. IV. cap. 7; 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. (session 2), cap. 28; 6th Vict. cap. 10; 7 Vict. cap. 3; 7 and 8 Vict. caps. 68 and 99; 8 and 9 Vict. caps. 40, 42, 53, 115, 155, 156, 184, 188, 190, and 191; 9 Vict. cap. 14; 9 and 10 Vict. caps. 166, 181, 236, 239, 240, 250, 251, 274, 275, 278, 313, 315, 326, 335, 337, 338, 369, 383, and 402; 10 and 11 Vict. caps. 60, 72, 76, 91, 101, 109, 144, 149, 154, 226, and 242; 11 and 12 Vict. caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 12 and 13 Vict. cap. 55; 13 Vict. caps. 6 and 7; 13 and 14 Vict. caps. 44, 98, and 110; 14 and 15 Vict. caps. 22, 48, 52, 53, 74, 81, and 131; 15 and 16 Vict. caps. 9, 125, 133, 140, 145, 146, 147, and 168; 16 and 17 Vict. caps. 121, 153, 175, 204, 209, 210, and 212; 17 and 18 Vict. caps. 108, 120, 153, 163, 192, 202, 204, 207, 209, 215, and 222; 18 and 19 Vict. cap. 98; 19 and 20 Vict. caps. 126 and 137; 20 and 21 Vict. caps. 8, 24, 54, 96, and 158; 21 and 22 Vict. caps. 90, 139, and 146; 22 Vict. cap. 13; 22 and 23 Vict. caps. 1, 40, 64, 76, 105, 120, 134, and 138; 23 and 24 Vict. caps. 11, 69, and 196; and 24 and 25 Vict. caps. 32, 36, and 204. "The Leominster and Kington Railway Acts," 17 and 18 Vict., c. 144, and 22 Vict., c. 34; "The Knighton Railway Act, 1858;" "The Central Wales Railway Act, 1859;" "The Central Wales Extension Railway Act, 1860;" "The West Midland Railway Act, 1860:" and an Act to amend an Act of the 48th year of the reign of His Majesty King George the Third, relating to the improvement of the

Town of Leominster, in the county of Hereford, (1 Vict., c. 14.)

Maps and plans shewing the land intended to be purchased, or taken as aforesaid, under the powers of the intended Act, together with books of reference to such plans, and also a copy of this notice, as published in the London Gazette, will be deposited, on or before the 30th day of November, in the present year, with the Clerk of the Peace for the county of Salop, at his office in Shrewsbury; and with the Clerk of the Peace for the county of Hereford, at his office, in Hereford; and a copy of so much of the said maps and plans, and books of reference, as relates to each of the parishes within which such lands are situate, and also a copy of the said Gazette notice will, be deposited on or before the same 30th day of November, with the parish clerk of each such parish, at his residence; and, as regards any extra-parochial place, with the clerk of some adjoining parish.

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

Dated this 31st day of October, 1861.

Loxdale, Peale, and Sons, Shrewsbury.

Swift, Wagstaff, and Blenkinsop, 32, Great George Street, Westminster.

The Tottenham and Hampstead Junction Railway: (Incorporation of Company; Powers to make Railways from the Hampstead Junction Railway to Tottenham, and Junction with the Great Northern and Eastern Counties; Powers to the London and North-Western and Hampstead Junction Railway Companies to subscribe, &c.; Working Arrangements; Facilities; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to incorporate a Company (in this notice called "the Company"), and to empower the Company to make and maintain the railways hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, together with all necessary and convenient or incidental works, stations, approaches, communications, and works connected therewith respectively (that is to say):—

Railway No. 1.—A railway (hereinafter referred to as Railway No. 1) commencing by a junction with the main line of the Hampstead Junction Railway, at a point thereon distant fifteen chains, or thereabouts, north-west of the bridge carrying that railway over Gordon House Lane, in the parishes of Saint Pancras and Saint John Hampstead, in the county of Middlesex, or one of them, and terminating in the parish of Allhallows, Tottenham, in the said county of Middlesex, in a field on the west side of and adjoining the Tottenham high road, which field is to the south of and adjoining Stone Bridge, and in the occupation of Samuel Lloyd Stacey, and which said intended Railway No. 1 will be made in, or pass from, in, through, or into the several parishes, extra-parochial and other places following, or some of them (that is to say), Allhallows Tottenham, Saint Mary Stoke Newington, Saint Mary Hornsey, Saint Mary Islington, Saint John Hampstead, and Saint Pancras, all in the county of Middlesex.

Railway No. 2.—A railway (hereinafter referred to as Railway No. 2) commencing in the said parish of Allhallows, Tottenham, in the said county of Middlesex, by a junction with the said proposed Railway No. 1 at the point where that railway is intended to terminate, and terminating in the said parish of Allhallows, Tottenham, in the county of

Middlesex, by a junction with the Cambridge line of the Eastern Counties Railway, at a point thereon twenty chains or thereabouts south of the bridge carrying the road called "Tottenham Mills Road" over that line, and which said intended Railway No. 2 will be made wholly in the said parish of Allhallows, Tottenham.

Railway No. 3.—A railway (hereinafter referred to as Railway No. 3) commencing in the parish of Saint Pancras, in the county of Middlesex, by a junction with the main line of the Hampstead Junction Railway at a point thereon at or near to the northern end of the viaduct of that railway called "The Kentish Town Viaduct," and terminating by a junction with the said proposed Railway No. 1 in Green-street, otherwise Great Green-street, in the said parish of Saint Pancras, at a point at or near to the plot of ground in that street on which is erected a butcher's shop and premises, in the occupation of one Edward Davies, a butcher, numbered (or known as No.) 7, in the said street, which said intended Railway No. 3 will be made wholly in the said parish of Saint Pancras.

Railway No. 4.—A railway (hereinafter referred to as Railway No. 4) commencing in the parish of Saint Mary, Hornsey, in the county of Middlesex, by a junction with the main line of the Great Northern Railway at a point thereon thirty-seven chains north of a bridge carrying the public highway called Hornsey-wood-lane over that railway, and terminating in the parish of Saint Mary, Hornsey, in the county of Middlesex, by a junction with the said proposed Railway No. 1, in a field in the occupation of Charles Turner, which field is the last field on the west side of Hornsey-wood-lane, before the said lane terminates in a footpath, which said intended Railway No. 4 will be made wholly in the said parish of Saint Mary, Hornsey.

Railway No. 5.—A railway (hereinafter referred to as Railway No. 5) commencing in the parish of Saint Pancras, in the county of Middlesex, by a junction with the said proposed Railway No. 1, at a point in Maiden-lane nine chains or thereabouts, measured northward, from the Junction-road toll-gate, and terminating in the parish of Saint Pancras, in the county of Middlesex, at a point in the Junction-road eighteen chains or thereabouts, measured from the Junction-road toll-gate, in a southwardly direction, which said intended Railway No. 5 will be made wholly in the said parish of Saint Pancras.

And it is also proposed by the said intended Act to take powers to effect all or some of the objects and purposes following (that is to say):—

To make lateral deviations from the lines of the said intended railways and works to the extent and within the limits described upon the plans hereinafter mentioned, or as may be prescribed by and provided for in the said intended Act.

To cross, stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads and highways, streets, railways, tramways, aqueducts, canals, towing-paths, streams, drains, pipes, rivers, navigations, and other works within the aforesaid parishes, townships, and extra-parochial or other places, or any of them, as it may be necessary to cross, stop up, alter, or divert by reason of the construction of the said railways and works, or any or either of them.

To purchase, by compulsion or otherwise, lands, houses, and hereditaments, for the purposes of the said intended railways and works, or any or either of them, and to alter, vary, or extinguish all existing rights and privileges connected with such lands, houses, and hereditaments, or which would in any manner impede or interfere with the objects and purposes of the intended Act, and to confer, vary, or extinguish other rights and privileges.

To levy tolls, rates, and duties for or in respect

of the use of the said intended railways and works, or any or either of them, and to alter, vary, or extinguish existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties.

To authorize the London and North-Western and the Hampstead Junction Railway Companies, or either of them, out of their respective corporate or other funds, or out of money to be raised under the powers of the said intended Act, jointly or separately, to take shares in and to subscribe to or towards the making, maintaining, working, and using the said intended railways and works, or any or either of them, and to raise money by mortgage or bond for the purposes aforesaid, or any or either of them, and to increase their respective capitals by the creation of new or additional shares, with or without any preference or priority in payment of dividends, or by such other ways and means as may be prescribed in the proposed Act, and upon such subscriptions respectively to enable such Companies or either of them so subscribing, to exercise certain rights and privileges with reference to the intended Company as to the appointment of directors, or otherwise, as may be prescribed by the said intended Act.

To enable the intended Company, and the Eastern Counties, the Great Northern, the Hampstead Junction, the London and North-Western, and the North London Railway Companies, or any or either of them, to enter into arrangements with reference to the working, by any or either of such Companies, of the intended railways and works, or some or one of them, or some part or parts 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 railways and works, or some or one of them, or any part or parts thereof, the payment of a fixed or contingent rent, the construction and use of the railways, stations, and works, or any or either of them, and for the appointment of a joint committee for better carrying out any of such arrangements.

And it is also proposed by the said intended Act to take powers for effectually securing the due interchange, accommodation, protection, and direct and speedy transmission of traffic passing to, from, or over all or any part of the intended railways, from, to, or over the railways belonging to the last-mentioned Companies, or any or either of them, and for ensuring all requisite or desirable facilities for those purposes, and (in default of agreement) for referring to the Board of Trade or to arbitration the terms and conditions upon which such interchange, accommodation, protection, transmission, and other facilities are to be afforded and effected.

And it is also proposed by the said intended Act, 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 (local and personal), or some of them (that is to say): 6 and 7 Wm. IV, cap. 103, incorporating the Eastern Counties Railway Company, and any other Acts relating to the Eastern Counties Railway Company, or their undertaking; 9 and 10 Vict., cap. 71, incorporating the Great Northern Railway Company, and any other Acts relating to the Great Northern Railway Company, or their undertaking; 9 and 10 Vict., cap. 204, incorporating the London and North-Western Railway Company, and any other Acts relating to the London and North-Western Railway Company, or their undertaking; 9 and 10 Vict., cap. 396, incorporating the North London Railway Company, and any other Acts relating to the North London Railway Company, or their undertaking; 16 and 17 Vict., cap. 222, incorporating the Hampstead Junc-

tion Railway Company, and any other Acts relating to the Hampstead Junction Railway Company, or their undertaking.

And notice is hereby also given, that plans and sections of the proposed railways and works, with a book of reference to such plans, and a published map with the lines of the proposed railways delineated thereon, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at Clerkenwell, in that county; and that on or before the 30th day of November instant a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said railways and works will be made, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection in the case of each of the parishes of Saint John Hampstead, Saint Mary Islington, and Saint Pancras, with the Vestry Clerk of such parish at his office in such parish; in the case of the parish of Saint Mary, Stoke Newington, with the Clerk of the District Board of Works for the Hackney district, at his office in that district; and in the case of each other parish, with the Parish Clerk thereof, at his residence; and in the case of each extra-parochial place, with the Parish Clerk of some parish immediately adjoining thereto, at his residence; and printed copies of the said intended Act will be deposited in the Private Bill Office of the House of Commons on or before the 22nd day of December next.

Dated this 14th day of November, 1861.

Middle Level Drainage and Navigation, &c.

(Separation of Middle Level from Bedford Level Corporation; transfer to Middle Level Drainage Commissioners of the powers, lands, property, rights, and duties of Bedford Level Corporation, within the Middle Level; arrangements consequent on separation; cessation of tax on Adventurers' Lands in Middle Level; application of funds transferred; constitution of Committee for Sutton and Mepal, and Manea and Welney districts; election, powers, and duties of Committee; powers of Bedford Level Corporation under the King's Lynn Port Act, transferred to Conservators of Ouze Outfall; transfer to Middle Level Commissioners of powers and duties of Nene Navigation Commissioners; dissolution of Nene Navigation Commission; application of navigation tolls; arrangements as to debts of Navigation Commissioners; reduction of interest, and extinguishment of arrears, with certain consents; repeal of Barrier Banks Acts; incorporation of Middle Level Commissioners; removing doubts as to the right of certain persons or bodies to act as Commissioners or appoint deputies; powers of the Commissioners; appointment of Middle Level Board, their election, qualification, powers, and duties; further powers of assessing and recovering taxes, and for their redemption; powers to raise money on bond; provision as to drainage of Byall Fen; compulsory redemption of taxes of a limited amount by the Middle Level Commissioners and Ouze Outfall Board; confirmation of certain agreements by the Middle Level Commissioners as to certain drains and works; further powers to District Commissioners of Drainage in Middle Level; Commissioners' Clauses Act to apply; powers to District Commissioners as to purchase and sale of lands, and of recovering and assessing taxes; provisions a.,

to repair of roads not being highways, by District Commissioners, and by proprietors of lands not in district; as to dedication of roads to public; amendment of Acts, &c.)

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

To separate the Middle Level from the Great Level of the Fens commonly called the Bedford Level, and to transfer to and vest in the Middle Level Commissioners hereinafter described, all the powers, duties, authorities, and jurisdictions, and all banks, forelands, drains, sluices, bridges, tolls, rights of soil or herbage, lands, tenements, and hereditaments within the Middle Level which are held, exercised, or enjoyed by the Governor, Bailiffs, and Commonalty of the Company of Conservators of the Great Level of the Fens in this notice referred to as the Bedford Level Corporation, and to authorise the Middle Level Commissioners to exercise within, or for the purposes of the Middle Level, all powers, authorities, and jurisdictions conferred on the Bedford Level Corporation by any Act or Acts, and to exclude the owners of adventurers' lands in the Middle Level from the Bedford Level Corporation.

To provide for the adjustment of the accounts of the Bedford Level Corporation; for the apportionment and discharge or continuance of existing payments and liabilities; for the cesser of the Adventurers' Tax on Lands in the Middle Level; for the application of the funds and revenues to be transferred to the Middle Level Commissioners, and the apportionment of the balance between the Middle Level Commissioners and the Sutton and Mepal and Manea and Welney Districts.

To constitute a Committee of the Commissioners of the Sutton and Mepal and Manea and Welney Districts for the superintendence of the rivers, banks, drains, and sluices, in and adjoining those districts, with certain exceptions, additions, and restrictions, to be defined in the Bill; to regulate the election, powers, and duties of such Committee; to authorize the Commissioners of the said districts to contribute to the expenses of the Committee, and to regulate the application of the funds of such Committee.

To transfer to and vest in the Conservators of the Ouze Outfall the powers and duties granted to the Bedford Level Corporation by the Act 4 and 5 Vict., cap. 47, commonly called the "King's Lynn Port Act."

To transfer to and vest in the Middle Level Commissioners the powers, rights, property, privileges, and duties of the Nene Navigation Commissioners acting under the Act 27 Geo. II, cap. 12, to dissolve the Navigation Commission constituted by that Act, and to enable the Middle Level Commissioners to receive the tolls, rents, and income, and to exercise the powers of the Navigation Commissioners, and to provide for and prescribe the application of such tolls, rents, and income, and the amount, order, and priority of payment to the Middle Level Commissioners, the Committee, the Commissioners of Sutton and Mepal District, and the mortgagees and holders of securities, and to make more efficient provision for the conversion or discharge of the mortgage debts on the navigation tolls, the reduction of interest, the extinction of arrears, and the proportion of mortgagees required to consent to any arrangements for those purposes, and to authorize the application of the general funds of the Middle Level Commissioners to any such purposes.

To repeal wholly the Acts called the Barrier Banks Acts, viz., the Acts 50 Geo. III, caps. 46,

47, and 77, commonly called the "Old Bedford Barrier Bank Act, Upper Division;" "Old Bedford Barrier Bank Act, Lower Division;" and "Moreton's Leam Barrier Bank Act."

To alter, amend, enlarge, or repeal some of the powers and provisions of the Acts relating to the Middle Level, namely, 50 Geo. III, cap. 125, commonly called the "First Middle Level Act;" 7 and 8 Vict., cap. 106, commonly called the "Second Middle Level Act;" and the "Middle Level Drainage Amendment Act, 1848;" and to incorporate the Drainage Commissioners constituted by those Acts under the style of the "Middle Level Commissioners," or such other name as may be prescribed in the Bill; to remove doubts as to the right of certain persons or bodies to act as Commissioners, or appoint deputies, to authorize the appointment of a Middle Level Board by the Middle Level Commissioners, and to regulate and define the election, meetings, powers, and duties of that Board; to alter and regulate the mode of assessing, collecting, and recovering taxes, the powers of redeeming taxes, and the appropriation of redemption money; to authorize the Middle Level Commissioners to raise money on bond as well as mortgage, and to remove doubts as to the powers of mortgagees.

To authorize the Middle Level Commissioners and the Commissioners of Wimblington Second District to enter into agreements for the drainage of certain lands called Byall Fen, Witchford parts and Wentworth parts, and to exonerate the Middle Level Commissioners, during any such agreement, from liability to make or maintain any works for draining such lands; and to authorize the Middle Level Commissioners and the proprietors of such lands, or a specified majority of such proprietors, to agree for the payment by the Middle Level Commissioners, to such proprietors, of a gross or annual sum in exoneration of liability to make works for draining such lands.

To enable the Middle Level Commissioners to require and make compulsory the redemption of any tax not exceeding in amount an annual sum to be specified in the Bill, and to confer upon the Conservators of the Ouze Outfall within their area of taxation, powers as to redemption of taxes similar to those now vested in the Middle Level Commissioners in respect of taxes levied by them, or as will be conferred on those Commissioners by the Bill.

To confirm an agreement heretofore made between the Middle Level Commissioners and certain inhabitants of Ramsey, in respect of the drains called Bill Lode and Ramsey Lode, also an agreement between the Commissioners and William Wells, Esquire, in relation to works in or near Whittlesea Mere, and also any other agreements with other proprietors of lands of a like nature.

To amend and enlarge the powers exercised by the District Commissioners acting for the several districts in the Middle Level under any of the District Acts relating to lands in the Middle Level hereinafter referred to, and to make applicable to the Acts and proceedings of those District Commissioners certain of the provisions of the Commissioners Clauses Act, 1847, to authorize those districts to purchase and sell lands for drainage purposes, and to confer upon them more efficient powers of assessing, collecting, and recovering taxes, and to authorize those District Commissioners to repair out of their funds, or out of taxes to be raised for the purpose, any roads or drove-ways within their district (not being public highways), and to form carriage roads or tramways or upon the same, and to exercise with reference thereto all such powers as may be necessary or expedient, or for the dedication of the same as

public highways, and in respect of any lands in the Middle Level not within the jurisdiction or area of taxation of any District Commissioners to confer on the proprietors of those lands, or a specified majority, or a committee appointed by them, the like powers as to roads and droeways to those lands as by the Bill are proposed to be conferred on District Commissioners, with power to levy taxes on, or otherwise charge, such lands for such purposes.

To alter, amend, enlarge, and repeal, so far as and if needful, the powers and provisions of any of the following Acts (that is to say):— 15 Charles II, cap. 17, intituled "An Act for settling the draining of the Great Level of the Fens, called Bedford Level;" 20 Charles II, cap. 8; 1 James II, cap. 21; 29 Geo. II, cap. 9; 12 Geo. III, cap. 9; 23 Geo. III, cap. 25, relating to the Bedford Level Corporation; 27 Geo. II, cap. 19; 11 Geo. III, cap. 78; 36 Geo. III, cap. 73; 11 Geo. IV, cap. 53; 1 Wm. IV, cap. 27; 3 Wm. IV, cap. 72; 6 and 7 Wm. IV, cap. 92; and the North Level Act, 1857, relating to the the North Level; 27 Geo. II, cap. 12, called the Nene Navigation Act; 34 Geo. III, cap. 92, called the Wisbeach Canal Act; the Ouse Outfall Act, 1860; the Eau Brink Acts, viz., 35 Geo. III, cap. 77; 1 and 2 Geo. IV, cap. 64; and 1 and 2 Wm. IV, cap. 73; the Nene Valley Drainage and Navigation Improvement Act, 1852, and the Amendment Act, 1854; the District Acts relating to lands in the Middle Level, namely, an Act of 41 Geo. III, cap. 34, relating to lands in Upwell, Outwell, Denver, and Welney; an Act of 11 Geo. III, cap. 83, relating to lands in Ladus Fen in Upwell; an Act of 32 Geo. II, cap. 13, relating to lands in Somersham, Pidley with Fenton, and Colne; an Act of 15 Geo. III, cap. 65, relating to lands in Ramsey, Bury, Wistow, Warboys, Somersham, Colne, Pidley with Fenton, Chatteris, and Doddington; the Acts of 36 Geo. III, cap. 72, and 58 Geo. III, cap. 49, relating to lands in Ramsey, Bury, Wistow, Warboys, Farcet, Standground, Water-Newton, and Doddington; the Acts of 12 Geo. III, cap. 26, 39 and 40 Geo. III, cap. 40, and 12 and 13 Vict., cap. 24, relating to lands in Ramsey, Doddington, March, Benwick, Wimbington, and Chatteris (north of the Forty Feet); an Act of 44 Geo. III, cap. 15, relating to lands in Ramsey and Bury; an Act of 13 and 14 Vict., cap. 12, relating to lands in Ramsey, Upwood, and Great Raveley; an Act of 7 Geo. III, cap. 37, relating to lands in Benwick, Whittlesey, Ramsey, and Farcet; an Act of 31 Geo. II, cap. 19, relating to lands in Chatteris and Doddington; the Acts 8 and 9 Geo. III, sess. 2, cap. 30, and 50 Geo. III, cap. 143, relating to lands in Wimbington and Chatteris; an Act of 31 Geo. III, cap. 81, relating to lands in Chatteris, Doddington, and Wimbington; the Acts 30 Geo. II, cap. 36, and 50 Geo. III, cap. 78, relating to lands in March, Wimbington, and Upwell; the Acts 32 Geo. III, cap. 108, 35 Geo. III, cap. 48, 9 Geo. IV, cap. 40, and 14 Geo. III, cap. 16, relating to lands in March; the Acts 22 Geo. II, cap. 19, 12 Geo. III, cap. 27, and 37 Geo. III, cap. 68, relating to lands in Whittlesea; an Act of 35 Geo. III, cap. 108, relating to lands in Warboys; the Acts of 44 Geo. III, cap. 13, and 47 Geo. III, cap. 2, relating to lands in Sawtry (otherwise Saltree), All Saints, and Saint Andrew; an Act of 16 Geo. III, cap. 64, relating to lands in Glatton and Holme; an Act of 50 Geo. III, cap. 80, relating to lands in Stilton; the Acts of 13 Geo. III, cap. 46, and 15 and 16 Vict., cap. 5, relating to lands in Yaxley; an Act of 1 Wm. IV, cap. 53, relating to the undrained fen in Yaxley; and an Act of 13 Geo. III, cap. 39, relating to lands in Farcet; and the Sutton and Mepal District Acts, namely, 22 Geo. II, cap. 11, 17

Geo. III, cap. 65, and 46 Geo. III, cap. 96; and the Manea and Welney District Acts, namely, 21 Geo. II, cap. 18, and 39 and 40 Geo. III, cap. 1, and any other Acts, Charters, or Letters-patent which will interfere with the objects of the Bill.

To extend the provisions of "The Lands Clauses Consolidation Act, 1845," to all cases of the purchase of lands by agreement or compulsion, or of the assessing of the compensation for damage to lands within the Middle Level arising under any of the Acts before referred to, or under the intended Bill.

To alter tolls, rates, taxes, and duties arising under any of the Acts before recited or referred to, to vary or extinguish exemptions from tolls, rates, and duties, to confer other exemptions, to vary and extinguish any rights or privileges which may interfere with any of the objects of the Bill, and to confer other rights and privileges.

The Middle Level will be defined as including such part of the Bedford Level as is commonly called the Middle Level, and as lies between the original cut or drain called Moreton's Leam, on or towards the north or north-west, and the old Bedford River on or towards the south or south-east, including, for certain purposes, the Sutton and Mepal and Manea and Welney districts, and including also certain lands in the parishes of Denver and Upwell, draining into the Old Bedford River, and protected by the barrier banks of the Middle Level and also the beds of Moreton Leam and Old Bedford River, and the existing barrier banks of or for the protection of the Middle Level, now belonging to or maintained by the Bedford Level Corporation, and the front and back forelands thereof.

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

Dated this 8th day of November, 1861.

F. J. Wise, March, Solicitor for the Bill.

Middle Level and South Level Drainage and Navigation, &c.

(Separation of Middle Level from Bedford Level Corporation; Transfer to Middle Level Drainage Commissioners of the Powers, Lands, Property, Rights, and Duties of Bedford Level Corporation within the Middle Level; Arrangements consequent on Separation; Cessation of Tax on Adventurers' Lands in Middle Level; Application of Funds transferred; Constitution of Committee for Sutton and Mepal, and Manea and Welney Districts; Election, Powers, and Duties of Committee; Powers of Bedford Level Corporation under the Kings Lynn Port Act transferred to Conservators of Ouse Outfall; Transfer to Middle Level Commissioners of Powers and Duties of Nene Navigation Commissioners; Dissolution of Nene Navigation Commission; Application of Navigation Tolls; Arrangements as to Debts of Navigation Commissioners; Reduction of Interest and Extinguishment of Arrears, with certain consents; Repeal of Barrier Banks Acts; Incorporation of Middle Level Commissioners; Removing Doubts as to the Right of certain Persons or Bodies to act as Commissioners or appoint Deputies; Powers of the Commissioners; Appointment of the Middle Level Board, their Election, Qualification, Powers, and Duties; further Powers of Assessing and Recovering Taxes, and for their Redemption; Powers to raise Money on Bond; Provision as to Drainage of Byall Fen; Compulsory Redemption of Taxes of a limited amount by the Middle Level Commissioners and Ouse Outfall Board;

Confirmation of Certain Agreements by the Middle Level Commissioners as to certain Drains and Works; further Powers to District Commissioners of Drainage in Middle Level; Commissioners' Clauses Act to apply; Powers to District Commissioners as to Purchase and Sale of Lands, and of recovering and assessing Taxes; Provisions as to repair of Roads, not being Highways, by District Commissioners and by Proprietors of Lands not in District; as to Dedication of Roads to Public; Dissolution of Bedford Level Corporation; Transfer of the Powers, Lands, Property, Rights, and Duties of the Bedford Level Corporation in the South Level to the South Level Drainage and Navigation Commissioners, Denver Sluice Commissioners, or other Body or Bodies; Fixing the Area of Jurisdiction of any such Body or Bodies; Incorporation of South Level Drainage and Navigation Commissioners; Powers of Commissioners; Appointment of South Level Board; Cesser of Adventurers' Tax on Lands in South Level; Powers of Denver Sluice Commissioners; Application of Funds transferred; Arrangements consequent on Dissolution; Power to new Bodies to levy Taxes; Further Powers to South Level Commissioners similar to Powers vested in or proposed to be given to the Middle Level Commissioners; Further Powers to District Commissioners in the South Level similar to Powers proposed to be given to District Commissioners in the Middle Level; Power to South Level Commissioners, Denver Sluice Commissioners, or such other Body or Bodies, to borrow Money on Mortgage or Security; Amendment of Acts, &c.)

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

To separate the Middle Level from the Great Level of the Fens, commonly called the Bedford Level, and to transfer to and vest in the Middle Level Commissioners, hereinafter described, all the powers, duties, authorities and jurisdictions, and all banks, forelands, drains, sluices, bridges, tolls, rights of soil or herbage, lands, tenements, and hereditaments within the Middle Level, which are held, exercised, or enjoyed by the Governor, Bailiffs, and Commonalty of the Company of Conservators of the Great Level of the Fens, in this notice referred to as the Bedford Level Corporation, and to authorize the Middle Level Commissioners to exercise within or for the purposes of the Middle Level, all powers, authorities, and jurisdictions conferred on the Bedford Level Corporation by any Act or Acts, and to exclude the owners of adventurers' lands in the Middle Level from the Bedford Level Corporation.

To provide for the adjustment of the accounts of the Bedford Level Corporation, for the apportionment and discharge, or continuance, of existing payments and liabilities, for the cesser of the adventurers' tax on lands in the Middle Level, for the application of the funds and revenues to be transferred to the Middle Level Commissioners, and the apportionment of the balance between the Middle Level Commissioners and the Sutton and Mepal and Manea and Welney districts.

To constitute a Committee of the Commissioners of the Sutton and Mepal and Manea and Welney districts for the superintendence of the rivers, banks, drains, and sluices in and adjoining those districts, with certain exceptions, additions, and restrictions, to be defined in the Bill; to regulate the election, powers, and duties of such Committee; to authorize the Commissioners of the said districts to contribute to the expenses of the Committee,

and to regulate the application of the funds of such Committee.

To transfer to and vest in the Conservators of the Ouse Outfall the powers and duties granted to the Bedford Level Corporation by the Act 4 and 5 Vict., cap. 47, commonly called the "Kings Lynn Port Act."

To transfer to and vest in the Middle Level Commissioners the powers, rights, property, privileges, and duties of the Nene Navigation Commissioners, acting under the Act 27 Geo. II, cap. 12; to dissolve the Navigation Commission constituted by that Act, and to enable the Middle Level Commissioners to receive the tolls, rents, and income, and to exercise the powers of the Navigation Commissioners, and to provide for and prescribe the application of such tolls, rents, and income, and the amount, order, and priority of payment to the Middle Level Commissioners, the Committee, the Commissioners of Sutton and Mepal District, and the mortgagees and holders of securities, and to make more efficient provision for the conversion or discharge of the mortgage debts on the navigation tolls, the reduction of interest, the extinction of arrears, and the proportion of mortgagees required to consent to any arrangements for those purposes, and to authorize the application of the general funds of the Middle Level Commissioners to any such purposes.

To repeal wholly the Acts called the Barrier Banks Acts, viz., the Acts 50 Geo. III, caps. 46, 47, and 77, commonly called the "Old Bedford Barrier Bank Act, Upper Division," "Old Bedford Barrier Bank Act, Lower Division," and "Moreton's Leam Barrier Bank Act."

To alter, amend, enlarge, or repeal some of the powers and provisions of the Acts relating to the Middle Level, namely, 50 Geo. III, cap. 125, commonly called "The First Middle Level Act;" 7 and 8 Vict., cap. 106, commonly called "The Second Middle Level Act;" and "The Middle Level Drainage Amendment Act, 1848;" and to incorporate the Drainage Commissioners constituted by those Acts under the style of the Middle Level Commissioners, or such other name as may be prescribed in the Bill; to remove doubts as to the right of certain persons or bodies to act as Commissioners or appoint deputies; to authorize the appointment of a Middle Level Board by the Middle Level Commissioners, and to regulate and define the election, meetings, powers, and duties of that Board; to alter and regulate the mode of assessing, collecting, and recovering taxes, the powers of redeeming taxes, and the appropriation of redemption money; to authorize the Middle Level Commissioners to raise money on bond as well as mortgage, and to remove doubts as to the powers of mortgagees.

To authorize the Middle Level Commissioners and the Commissioners of Wimbington Second District to enter into agreements for the drainage of certain lands called Byall Fen, Witchford Parts, and Wentworth Parts, and to exonerate the Middle Level Commissioners, during any such agreement, from liability to make or maintain any works for draining such lands, and to authorize the Middle Level Commissioners and the proprietors of such lands, or a specified majority of such proprietors, to agree for the payment by the Middle Level Commissioners, to such proprietors, of a gross or annual sum in exoneration of liability to make works for draining such lands.

To enable the Middle Level Commissioners to require and make compulsory the redemption of any tax not exceeding in amount an annual sum to be specified in the Bill, and to confer upon the Conservators of the Ouse Outfall, within their area of taxation, powers as to redemption of taxes similar

to those now vested in the Middle Level Commissioners in respect of taxes levied by them, or as will be conferred on those Commissioners by the Bill.

To confirm an agreement heretofore made between the Middle Level Commissioners and certain inhabitants of Ramsey, in respect of the drains called Bill Lode and Ramsey Lode, also an agreement between the Commissioners and William Wells, Esquire, in relation to works in or near Whittlesea Mere, and also any other agreements with other proprietors of lands of a like nature.

To amend and enlarge the powers exercised by the District Commissioners acting for the several districts in the Middle Level, under any of the district Acts relating to lands in the Middle Level, hereinafter referred to, and to make applicable to the acts and proceedings of those District Commissioners certain of the provisions of "The Commissioners' Clauses Act, 1847;" to authorize those districts to purchase and sell lands for drainage purposes, and to confer upon them more efficient powers of assessing, collecting, and recovering taxes; and to authorize those District Commissioners to repair, out of their funds or out of taxes to be raised for the purpose, any roads or drove-ways within their districts (not being public highways), and to form carriage-roads or tramways of or upon the same, and to exercise, with reference thereto, all such powers as may be necessary or expedient, or for the dedication of the same as public highways, and in respect of any lands in the Middle Level not within the jurisdiction or area of taxation of any District Commissioners, to confer on the proprietors of those lands, or a specified majority, or a Committee appointed by them, the like powers as to roads and drove-ways to those lands as by the Bill are proposed to be conferred on District Commissioners, with power to levy taxes on, or otherwise charge such lands for such purposes.

To dissolve, or provide for the dissolution of, the Bedford Level Corporation, and, if so dissolved, to transfer to and vest all the powers and duties, authorities, and restrictions, and all banks, forelands, drains, sluices, bridges, tolls, right of soil or herbage, lands, tenements, and hereditaments, within the South Level, which are held, exercised, or enjoyed by the Bedford Level Corporation, in one or other of the following bodies, that is to say, the South Level Drainage and Navigation Commissioners, or the Denver Sluice Commissioners, and either with or without a change of the name of such last-mentioned Commissioners, or a new or other body or bodies of Commissioners, owners of land, or trustees of drainage, already existing, or to be constituted by, or described in, and to be incorporated by the Bill under such name or names as may be therein prescribed, or to make such transfer, partly to one and partly to the other or others of those bodies, and to authorize the body or bodies respectively to whom such transfer shall be made, to exercise within, or for the purposes of any lands under their jurisdiction and within the area of the South Level, all powers, authorities, and jurisdictions conferred on the Bedford Level Corporation by any Act or Acts, or otherwise, with such additional powers, and subject to such alterations, as may be given by or prescribed in the Bill, and to define the area of the jurisdiction of any such new or other body or bodies.

To alter, amend, enlarge, or repeal some of the powers and provisions of the Act of 7 and 8 Geo. IV, cap. 47, commonly called "The South Level Drainage and Navigation Act," and to incorporate the Drainage and Navigation Commissioners constituted by that Act, under the style of the South Level Commissioners, or such other name as may

be prescribed in the Bill; to add to and incorporate with, and to provide for the future adding to and incorporating with, the district division or area now under the jurisdiction of those Commissioners, any adjoining or other lands situate within or near to the South Level; to authorize the appointment of a South Level Board by the South Level Commissioners, and to regulate and define the election, meetings, powers, and duties of that Board, and to provide for the cesser of the adventurers' tax on lands in the South Level.

To alter, amend, enlarge, or repeal some of the powers and provisions of "The Ouse Outfall Act, 1860," so far as the same relate to the Denver Sluice Commissioners thereby constituted and incorporated.

To provide for the application of the funds and revenues to be transferred to the South Level Commissioners, Denver Sluice Commissioners, and any such new or other body or bodies as aforesaid, or to any or either of those parties or bodies, and to provide all such arrangements as may be consequent upon the dissolution of the Bedford Level Corporation, and the transfer of its powers, property, rights, and duties to or among any of the Commissioners or bodies hereinbefore referred to, or as may be deemed necessary or expedient in relation thereto.

To define the duties of the South Level Commissioners, Denver Sluice Commissioners, and any such new or other body or bodies as aforesaid, and to authorize such body or bodies to exercise, with reference to the powers and duties to be transferred to them, such authorities, rights, and privileges as may be considered expedient or proper, with such other or additional powers as will be specified in the Bill, and with power to levy taxes on lands within their respective jurisdictions for such purposes, or for any of the purposes of the Bill.

To confer upon the South Level Commissioners, Denver Sluice Commissioners, or any such new or other body or bodies as aforesaid, as to lands, rivers, drains, water-courses, and drainage works within their respective jurisdictions or respective areas of taxation, all such and the same or similar powers as are now vested in, or may be exercised by, the Middle Level Commissioners under any of the Middle Level Acts hereinbefore referred to, or as will be conferred upon those Commissioners by the Bill, with such additional powers, and subject to such limitations, restrictions, and alterations as will be given by or prescribed in the Bill.

To confer upon the District Commissioners acting for the several districts in the South Level, under any of the District Acts relating to lands in the South Level hereinafter referred to, and upon the proprietors of any lands in that level not within the jurisdiction or area of taxation of any District Commissioners, and to make applicable to the acts and proceedings of those District Commissioners, all such and the same or similar powers and provisions as are by the Bill proposed to be conferred upon and made applicable to the District Commissioners acting under any of the District Acts relating to lands in the Middle Level, or to the proprietors of any lands within the Middle Level, not being within the jurisdiction or area of taxation of any District Commissioners.

To enable the South Level Commissioners, or Denver Sluice Commissioners, or any such new or other body or bodies as aforesaid, to raise and borrow money upon mortgage, bond, or other security, and to define and regulate the rights and powers of the mortgagees and holders of bond or other securities, for enforcing payment of the principal and interest, and of assessing, levying, collecting, or selling the taxes, revenues or property, on the security of which the money may be advanced.

To regulate the appointment of auditors for the South Level, or any such new or other body or bodies as aforesaid, and to make provision for all other matters incidental or relating to the objects of the Bill.

To alter, amend, enlarge, and repeal so far as and if needful, the powers and provisions of any of the following Acts (that is to say): 15 Charles II, cap. 17, intituled "An Act for settling the Draining of the Great Level of the Fens, called Bedford Level," 20 Charles II, cap. 8, 1 James II, cap. 21, 29 Geo. II, cap. 9, 12 Geo. III, cap. 9, 23 Geo. III, cap. 25, relating to the Bedford Level Corporation; 27 Geo. II, cap. 19, 11 Geo. III, cap. 78, 36 Geo. III, cap. 73, 11 Geo. IV, cap. 53, 1 Wm. IV, cap. 27, 3 Wm. IV, cap. 72, 6 and 7 Wm. IV, cap. 92, and "The North Level Act, 1857," relating to the North Level; 27 Geo. II, cap. 12, called "The Nene Navigation Act," 34 Geo. III, cap. 92, called "The Wisbeach Canal Act;" "The Ouse Outfall Act, 1860;" the Eau Brink Acts, viz., 35 Geo. III, cap. 77, 1 and 2 Geo. IV, cap. 64, and 1 and 2 Wm. IV, cap. 73; "The Nene Valley Drainage and Navigation Improvement Act, 1852," and the Amendment Act, 1854; the District Acts relating to lands in the Middle Level, namely, an Act of 41 Geo. III, cap. 34, relating to lands in Upwell, Outwell, Denver, and Welney; an Act of 11 Geo. III, cap. 83, relating to lands in Ladus Fen, in Upwell; an Act of 32 Geo. II, cap. 13, relating to lands in Somersham, Pidley with Fenton, and Colne; an Act of 15 Geo. III, cap. 65, relating to lands in Ramsey, Bury, Wistow, Warboys, Somersham, Colne, Pidley with Fenton, Chatteris and Doddington; the Acts of 36 Geo. III, cap. 72, and 58 Geo. III, cap. 49, relating to lands in Ramsey, Bury, Wistow, Warboys, Farcet, Standground, Water-Newton, and Doddington; the Acts of 12 Geo. III, cap. 26, 39 and 40 Geo. III, cap. 40, and 12 and 13 Vict., cap. 24, relating to lands in Ramsey, Doddington, March, Benwick, Wimblington, and Chatteris (north of the forty feet); an Act of 44 Geo. III, cap. 15, relating to lands in Ramsey and Bury; an Act of 13 and 14 Vict., cap. 12, relating to lands in Ramsey, Upwood, and Great Raveley; an Act of 7 Geo. III, cap. 37, relating to lands in Benwick, Whittlesey, Ramsey, and Farcet; an Act of 31 Geo. II, cap. 19, relating to lands in Chatteris and Doddington; the Acts of 8 and 9 Geo. III (sess. 2), cap. 30, and 50 Geo. III, cap. 143, relating to lands in Wimblington and Chatteris; an Act of 31 Geo. III, cap. 81, relating to lands in Chatteris, Doddington, and Wimblington; the Acts of 30 Geo. II, cap. 36, and 50 Geo. III, cap. 78, relating to lands in March, Wimblington, and Upwell; the Acts of 32 Geo. III, cap. 108, 35 Geo. III, cap. 48, 9 Geo. IV, cap. 40, and 14 Geo. III, cap. 16, relating to lands in March; the Acts of 22 Geo. II, cap. 19, 12 Geo. III, cap. 27, and 37 Geo. III, cap. 68, relating to lands in Whittlesea; an Act of 35 Geo. III, cap. 108, relating to lands in Warboys; the Acts of 44 Geo. III, cap. 13, and 47 Geo. III, cap. 2, relating to lands in Sawtry, otherwise Saltree, All Saints, and Saint Andrew; an Act of 16 Geo. III, cap. 64, relating to lands in Glatton and Holme; an Act of 50 Geo. III, cap. 80, relating to lands in Stilton; the Acts of 13 Geo. III, cap. 46, and 15 and 16 Vict., cap. 5, relating to lands in Yaxley; an Act of 1 Wm. IV, cap. 53, relating to the undrained fen in Yaxley; and an Act of 13 Geo. III, cap. 39, relating to lands in Farcet; and the Sutton and Mepal District Acts, namely, 22 Geo. II, cap. 11, 17 Geo. III, cap. 65, and 46 Geo. III, cap. 96, and the Manea and Welney District Acts, namely, 21 Geo. II, cap. 18, and 39 and 40 Geo. III, cap. 1; and the District Acts relating to lands in the South Level, namely,

the Acts of 29 Geo. II, cap. 22, 39 and 40 Geo. III, cap. 26, and 50 Geo. III, cap. 194, relating to Littleport and Downham district; the Acts of 47 Geo. III (sess. 2), cap. 93, and 4 Geo. IV, cap. 103, relating to Burnt Fen first district; the Acts of 31 Geo. II, cap. 18, 29 Geo. III, cap. 22, and 39 and 40 Geo. III, cap. 90, relating to Middle Fen district; the Acts of 47 Geo. III (sess. 2), cap. 50, and 6 and 7 Vict., cap. 66, relating to Mildenhall Fen district; an Act of 7 and 8 Geo. IV, cap. 47, relating to lands in Padnall and Waterden Fens; the Acts of 11 Geo. II, cap. 34, and 50 Geo. III, cap. 128, relating to lands in Cawdle Fen; an Act of 23 and 24 Vict., cap. 28, relating to lands in Grunty Fen; the Acts of 7 and 8 Vict., cap. 29, and 15 and 16 Vict., cap. 29, relating to Theiford Fen district; the Acts of 14 Geo. II, cap. 24, 37 Geo. III, cap. 88, and 53 Geo. III, cap. 81, relating to Waterbeach Level; the Acts of 7 Geo. III, cap. 53, 19 Geo. III, cap. 34, 59 Geo. III, cap. 78, and 16 and 17 Vict., cap. 61, relating to Swaffham and Bottisham district; an Act of 4 Vict., cap. 58, relating to lands in Burwell Fen; the Acts of 13 Geo. I, cap. 18, and 37 Geo. III, cap. 96, relating to Haddenham Level; an Act of 5 and 6 Vict., cap. 23, relating to lands in Cottenham, Rampton, and Willingham Fens; an Act of 9 and 10 Vict., cap. 9, relating to lands in Willingham Fen; an Act of 7 Wm. IV, and 1 Vict., cap. 90, relating to lands in Over Fens; the Acts of 13 Geo. III, cap. 45, and 46 Geo. III, cap. 95, relating to Feltwell New Fen district; the Acts of 13 Geo. III, cap. 45, 42 Geo. III, cap. 24, and 12 and 13 Vict., cap. 7, relating to Feltwell second district; the Acts of 8 Geo. III, cap. 47, 1 Wm. IV, cap. 26, and 17 and 18 Vict., cap. 172, relating to lands in Hilgay Great West Fen; an Act of 17 and 18 Vict., cap. 188, relating to Methwold Fen district; an Act of 7 and 8 Vict., cap. 43, relating to Lakenheath and Brandon district; the Acts of 11 Geo. III, cap. 72, 54 Geo. III, cap. 177, and 4 and 5 Wm. IV, cap. 63, relating to lands in Stoke Ferry, Northwold, Wretton, Wereham, West Dereham, Roxham, Fordham, Denver, Downham Market, Wimbotsham, and Stow Bardolph; the Acts of 42 Geo. III, cap. 19, 7 and 8 Vict., cap. 106, and 14 and 15 Vict., cap. 8, relating to lands in Downham Market, Wimbotsham, Stow Bardolph, and Denver; an Act of 38 Geo. III, cap. 70, relating to Outwell, Stow Bardolph, Wimbotsham, and Downham district; the Acts of 29 Geo. II, cap. 21, and 52 Geo. III, cap. 145, relating to land in the Hundred Feet Washes; and any other Acts, Charters, or Letters-Patent, which will interfere with the objects of the Bill.

To extend the provisions of "The Lands Clauses Consolidation Act, 1845," to all cases of the purchase of lands by agreement or compulsion, or of the assessing of the compensation for damage to lands within the Middle Level and South Level, arising under any of the Acts before referred to, or under the intended Bill.

To alter tolls, rates, taxes, and duties arising under any of the Acts before recited or referred to; to vary or extinguish exemptions from tolls, rates, and duties; to confer other exemptions; to vary and extinguish any rights or privileges which may interfere with any of the objects of the Bill; and to confer other rights and privileges.

The Middle Level will be defined as including such part of the Bedford Level as is commonly called the Middle Level, and as lies between the original cut or drain called Moreton's Leam, on or towards the north or north-west, and the Old Bedford River, on or towards the south or south-east, including, for certain purposes, the Sutton and Mepal and Manea and Welney districts, and including also certain lands in the parishes of Denver and

Upwell, draining into the Old Bedford River, and protected by the barrier banks of the Middle Level, and also the beds of Moreton Leam and Old Bedford River, and the existing barrier banks of or for the protection of the Middle Level, now belonging to or maintained by the Bedford Level Corporation, and the front and back forelands thereof.

The South Level will be defined as including such part of the Bedford Level as is commonly called the South Level, exclusive of the said lands in the parishes of Denver and Upwell, draining into the Old Bedford River, and protected by the barrier banks of the Middle Level.

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

Dated this 8th day of November, 1861.

F. J. Wise, March,

Solicitor for the Bill.

Bristol and South Wales Union Railway.

(Railway to and Pier at the Mouth of the River Avon; Arrangements with Corporation of Bristol; Extension of Working Arrangements; Additional Capital; 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 enable the Bristol and South Wales Union Railway Company, hereinafter referred to as "the Company," to make and maintain the following railways and works, or some of them, or some part or parts thereof, with piers, jetties, landing-slips, shipping-places, works, stations, sidings, approaches, and conveniences connected therewith (that is to say), a railway to commence by a junction or junctions with the authorized line of the Bristol and South Wales Union Railway, at or near the point in the parish of Henbury, in the county of Gloucester, marked on the plans deposited in respect of such railway to denote the distance of 10 miles 4 furlongs, passing thence through or into the several parishes and places of Henbury, Compton Greenfield, Westbury, otherwise Westbury-upon-Trym, and Shirehampton, or some of them, all in the county of Gloucester, and to terminate in the said parish of Westbury, otherwise Westbury-upon-Trym, at or near the Corporation Pier or landing-slip at the mouth of the River Avon, opposite Dumball Island; a railway from and out of such last-mentioned intended railway, commencing in the said parish of Westbury-upon-Trym, at or near the boundary dividing the parishes of Henbury and Westbury-upon-Trym, at the stream or pill near the place where the same stream or pill passes under the sea-bank of the River Severn, and terminating at or near Broad Pill at its junction with the River Avon, in the said parish of Westbury-upon-Trym.

An alteration and improvement, or extension of the existing pier or jetty, belonging to the mayor, aldermen, and burgesses of the city and county of Bristol, in the said parish of Westbury-upon-Trym, or the removal of such existing pier or jetty, and the substitution of another pier or jetty in lieu thereof, in the said parish.

To authorize agreements between the Company and the said mayor, aldermen, and burgesses as to the existing pier or jetty, the substitution of a new or improved pier, the construction of the works by the Company, or the said mayor, aldermen, and burgesses, jointly or separately, the payments to be made by either party, either by gross sums or annual rents to the other, the tolls to be paid for

the use of the pier or other works, of the exemptions from toll, or the apportionment of tolls and revenue, or otherwise.

To purchase lands, houses, and other property compulsorily, for the purposes of the said intended railways, pier, and works, and to vary or extinguish 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 stop up, alter, and divert, whether temporarily or permanently, all such roads, railways, streams, and navigations as may be necessary in the construction and maintenance of the said railways, pier, and the works connected therewith.

To levy tolls, rates, and charges for and in respect of the said intended railways, pier, and works, and to grant certain exemptions from such tolls, rates, and charges, or from any existing tolls, rates, and duties, and to confer other rights and privileges.

To incorporate with the said Bill all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," and "The Railways Clauses Consolidation Act, 1845."

To enable the Company to raise additional sums of money by shares, and by borrowing, or by one of these means, such shares to be issued upon the terms and conditions to be authorized by the Bill, or as may be prescribed by Parliament, and either as a separate capital or otherwise.

To extend the powers of entering into arrangements with the Great Western Railway Company, the Bristol and Exeter Railway Company, and South Wales Railway Company, contained in "The Bristol and South Wales Union Railway Act, 1857," to the intended new railways, pier, and works, and to authorize the construction of the intended railways on the broad gauge.

To alter, amend, and enlarge the powers and provisions of "The Bristol and South Wales Union Railway Act, 1857," and "The Bristol and South Wales Union Railway Act, 1861," also of 5 and 6 Wm. IV, cap. 107, and of any other Act or Acts relating directly or indirectly to the Great Western Railway Company, also the Act 6 and 7 Wm. IV, cap. 36, and any other Acts relating to the Bristol and Exeter Railway Company; also the "South Wales Railway Consolidation Act, 1855," and any other Act relating to the South Wales Railway Company.

Published maps and duplicate plans and sections, describing the direction, line, situation, and levels of the said intended railways, pier, and works, and the lands, houses, and other property to be taken under the powers of the Bill, a book of reference to the plans, containing the names of the owners or reputed owners, lessees, and reputed lessees and occupiers of such lands, houses, and other property, and a copy of this notice will be deposited for public inspection, on or before the 30th day of this instant November, 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 city and county of Bristol, at his office at Bristol; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each of the said parishes from, in, through, or into which the said intended railways, pier, and works will be made, together with a copy of this notice, will be deposited for public inspection with the Parish Clerk of each such parish, at his residence; and 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 intended Bill will, on or before the 23rd day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1861.

Clark, Fussell, and Prichard,

Bristol,

Solicitors for the Bill.

Drayton Junction Railway.

(Incorporation of Company; Power to make Railways between Shrewsbury and Crewe and Grand Junction Lines of the London and North-Western Railway; Arrangements with other Companies).

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 following purposes (that is to say):

To incorporate a Company (hereinafter called "the Company,") and to enable the Company to make and maintain from, in, through, and into the several parishes, townships, and places following, or some of them (that is to say): Wem, Eastaston, Lacon, Souldon, Aston, Weston, Hawkstone, Hodnet, Prees, Darliston, Darleston, Marchamley, Fauls, Fauls Green, Sandford, Mickley, Losford, Styche and Woodlands, Willaston, Bletchley, Moreton Say, Morton Wood, Chley, Longford, Longslow, Market Drayton, Little Drayton, Drayton Minor, Drayton Magna, Drayton in Hales, Cheswardine, Chipnall, Great Soundley or Soudley, in the county of Salop; Drayton in Hales, Betton Hales, Tyrley, Blore, Fair Oak, Eccleshall, Croxton Rudge, Broughton, Charnes, Bromley, Chatcull, Podmore, Standon, Slindon, Mill Meese, Brockton, Pershall, Sugnall Magna, Horseley, Aspley Coates, Little Sugnall, and Swinerton, in the county of Stafford, the following railways, or some of them, with all proper necessary stations, works, and conveniences connected therewith (that is to say):

A railway (hereinafter called "Railway No. 1,") commencing by a junction with the Shrewsbury and Crewe section of the London and North-Western Railway, at or near a point fifty yards north of an occupation bridge or cattle arch under the said railway, on the Creamore Farm, in the township of Edstaston, in the parish of Wem, in the county of Salop, and being near the mileage-post on the said railway denoting the distance of twenty and three-quarter miles from Crewe, and terminating by a junction with the authorized line of the Nantwich and Market Drayton Railway Company, in a field bounded on the north by the Sych Brook, and on the west by the turnpike-road leading from Market Drayton to Nantwich, the property of Richard Corbet, Esquire, and in the occupation of William Harper, in the parish of Drayton in Hales, in the said county.

A railway (hereinafter called "Railway No. 2,") commencing by a junction with Railway No. 1, at the termination thereof in the said parish of Drayton in Hales, and terminating by a junction with the main line of the London and North-Western Railway, at a point thereon about seventy yards north of the level crossing on the public road leading from Eccleshall to Mill Meese, in the parish of Eccleshall, in the county of Stafford, and being about one hundred and forty yards north, or on the Crewe side of the mileage-post denoting one hundred and fifty miles from London,

A railway commencing in a field called the Windsor Field, the property of Edward Hughes Chamberlain, Esq., and in the occupation of Mr. John Moseley, in the township of Edstaston, in the parish of Wem, in the said county of Salop, and being on the east side of the turnpike-road leading from Wem to Whitchurch, and terminating by a junction with the proposed Railway No. 1 in a field

called the Feggyfield, the property of the Duke of Cleveland, in the township of Lacon, in the parish of Wem, in the said county.

To take powers to 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 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 intended railways and works, and to levy tolls, rates, and duties, upon or in respect of the intended railways, and to alter existing tolls, rates, and duties, and confer exemptions from payment of the same, and other rights and privileges.

To enable the Company and the London and North-Western, the Nantwich and Market Drayton, and the Oswestry, Ellesmere, and Whitchurch Railway Companies, 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 said intended railways, or any 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, and management of the traffic upon or over the said intended railways, 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 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 railways 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 Oswestry, Ellesmere, and Whitchurch Railway Act, 1861;" the Act passed in the 9th and 10th years of the reign of Her present Majesty, intitled "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, namely, the London and North-Western Railway Company, and "The Nantwich and Market Drayton Railway Act, 1861."

And notice is hereby further given, that, on or before the 30th day of November, 1861, plans and sections of the proposed railways, together with a book of reference to such plans, a published map with the proposed 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 Stafford, at his office at Stafford; and that, on or before the said 30th day of November, 1861, a copy of the said Gazette Notice, and of so much of the said plans, sections, and book 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, in the case of any extra-parochial place, then with the Parish Clerk of an adjoining parish; and that printed copies of the proposed Bill for effecting the objects specified in this Notice, or some of them, will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December in the present year.

Dated the 11th day of November, 1861.

*Tilleard, Son, Godden, and Holme, 34,
Old Jewry, Solicitors.*

Hereford, Hay, and Brecon Railway.

(Deviations.)

(Power to make Deviations in authorized Line and Abandonment of Portions of such Line for which deviations are substituted: Extension of Time for Purchase of Lands: Amendment of Act.)

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

To enable the Hereford, Hay, and Brecon Railway Company, herein called "the Company," to make and maintain the following deviations in the railway authorized to be made by the "Hereford, Hay, and Brecon Railway Act, 1859 (herein called the "Act of 1859)," and for such purpose to make and maintain the new or substituted portions of railway hereinafter mentioned, with all proper works and conveniences connected therewith respectively (that is to say):

(Deviation No. 1.)—A new or substituted portion of railway, commencing by a junction with the authorized line of the Hereford, Hay, and Brecon Railway, in or near an inclosure numbered on the plans referred to in the Act of 1859, 194, in the parish of Bronllys, in the county of Brecon, at or near the third furlong of the ninth mile marked on the same plans, passing through or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say): Bronllys and Aberllunfy, both in the county of Brecon, and terminating by a junction with the said authorized line in or near an inclosure numbered on the same plan (64), in the said parish of Aberllunfy at or near the second chain of the first furlong of the eleventh mile marked on the same plans.

(Deviation No. 2.)—A new or substituted portion of railway commencing by a junction with the said authorized line in or near the said inclosure numbered on the plans referred to in the Act of 1859, (64), in the said parish of Aberllunfy, at or near the third chain of the first furlong of the eleventh mile, marked on the same plans, passing through or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say):—Aberllunfy, Glasbury, Llanigon, and Hay, all in the county of Brecon, and terminating by a junction with the said authorized line in or near an inclosure numbered on the same plans, (107), in the said parish of Hay, at or near the third furlong of the fourteenth mile, marked on the same plans.

(Deviation No. 3.)—A new or substituted railway commencing by a junction with the said authorized line in or near the said inclosure, numbered on the plans referred to in the Act of 1859, (107), in the said parish of Hay, at or near the fourth chain of the fourth furlong of the fourteenth mile, marked upon the same plans, passing through or into the several parishes, townships, and extra-parochial or other places following, or some of them, (that is to say);—Hay, in the county of Brecon,

and Cusop Clifford, parish of Clifford township, and Hardwick, in the county of Hereford, and terminating in or near an inclosure, numbered on the same plans (13), in the parish of Cusop, and (3) in the township of Hardwick, in the parish of Clifford, at or near the third chain of the seventh furlong of the fifteenth mile, marked upon the same plans.

(Deviation No. 4.)—A new or substituted railway commencing by a junction with the said authorized line in or near an inclosure numbered on the plans referred to in the said Act of 1859, (6), in the said township of Hardwick, in the parish of Clifford, at or near the seventh furlong of the fifteenth mile, marked on the same plans, passing through or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say):—Hardwick, Clifford (parish), Clifford (township), and Whitney, all in the county of Hereford, and terminating in or near an inclosure numbered on the said plans (38), in the said parish of Whitney, at or near the third chain of the second furlong of the nineteenth mile, marked on the same plans.

To abandon the formation of so much of the railway authorized to be made by the Act of 1859 as would have been situate between the respective points of commencement and termination of the said intended new or substituted portions of railway hereinafter mentioned. To authorize the construction and maintenance by the Company of the railway authorized by the Act of 1859, between the points hereinafter mentioned, according to altered and different levels from those authorized by the said Act of 1859, but within the limits of lateral deviation, marked upon the plans referred to in that Act, which said alteration of levels will commence at, in, or near an inclosure numbered on the said plans (6), in the parish of Norton Canon, in the county of Hereford, at or near the first furlong of the twenty-fifth mile marked on the said plans, and will terminate in or near an inclosure numbered on the said plans (8), in the parish of Gazor, in the county of Hereford, at or near the fifth chain of the second furlong of the twenty-seventh mile, marked on the said plans, and such alterations of levels will be made within the parishes, townships, or places of Norton Canon and Gazor aforesaid.

To purchase, by compulsion or agreement, lands and buildings for the purposes of the intended Act, and to vary or extinguish all rights and privileges connected with such lands and buildings.

To stop up, alter, or divert, temporarily or permanently, turnpike and other roads, ways, and streams, for the purposes of the intended Act.

To levy tolls, rates, and charges upon, or in respect of the intended new or substituted portions of railway, and, if necessary or expedient, to alter the tolls and charges now leviable by the Company.

To enable the Company to apply their corporate funds to the purposes of the intended Act, or any of them.

To extend the period limited by the Act of 1859 for the compulsory purchase of lands.

To alter, amend, or repeal some or any of the provisions of the "Hereford, Hay, and Brecon Railway Act, 1859."

And notice is hereby further given that on or before the 30th day of November, 1861, plans and sections of the said intended new or substituted portions of railway, a book of reference to such plans, a published map, with the lines of the said intended new or substituted portions of railway delineated thereon, plans and sections of the said portion of railway intended to be made according to altered levels, and 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 Hereford,

at his office in the city of Hereford, and with the Clerk of the Peace for the county of Brecon, at his office in Brecon, and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference, as relates to each parish in or through which the said new or substituted portions of railway are proposed to be made, or the said levels altered, will, together with a copy of this Notice, as published in the London Gazette, be deposited with the Parish Clerk of each such parish, at his usual place of abode, and that on or before the 23rd day of December, 1861, printed copies of the Bill for effecting the objects specified in this Notice, or some of them, will be deposited in the Private Bill Office of the House of Commons.

Dated the 12th day of November, 1861.

David Thomas, Brecon,
Tilleard, Son, Godden, and Holme, 34,
Old Jewry, London,
Solicitors.

Merthyr, Tredegar, and Abergavenny Railway Company.

(Lease of Undertaking to, and Working Arrangements with, the London and North-Western Railway Company, and Shrewsbury and Hereford Railway Company, and their Lessees, some or one of them; Amendment of Acts.)

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

To authorize the Merthyr, Tredegar, and Abergavenny Railway Company (hereinafter called "the Tredegar Company") to let their undertaking, works, property, rights, powers, and privileges to the London and North-Western Railway Company (hereinafter called "the North-Western Company"), the Shrewsbury and Hereford Railway Company (hereinafter called "the Shrewsbury Company"), and the present and future lessees of the Shrewsbury Company, or to any or either of those companies or lessees, and to authorize those companies and lessees, or any or either of them, to take such lease on such terms and conditions as have been or may be agreed upon.

To sanction and give effect to contracts or arrangements between the Tredegar Company and all or any of the other companies and lessees before-named or referred to, for or with respect to the maintenance, repairs, use, and working, by all, any, or either of the contracting parties of the railway and works of the Tredegar Company, the collection, transmission, delivery, accommodation and protection of the traffic to, from, and over the same, the fixing, collection, and appropriation of the tolls and income arising therefrom, the payments and allowances to be made by each, any, or either of the contracting parties, to the other or others of them, and all incidental matters, and for or with respect to any other objects of the Bill.

To authorize the North-Western Company and the Shrewsbury Company respectively, or either of them, for all or any of the purposes of the Bill, to apply their corporate funds.

To vary the tolls, rates, and charges which the before-named companies are respectively authorized to take upon or in respect of their respective railways or undertakings, to levy new or additional tolls, rates, and duties thereon or in respect thereof, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties.

To vary or extinguish all rights and privileges inconsistent with the objects of the Bill, and to confer other rights and privileges.

To amend, so far as may be necessary for the purposes of the Bill, the Acts or some of the Acts

of Parliament following, viz.: "the Merthyr, Tredegar, and Abergavenny Railway Act, 1859;" "the Sirhowy Railway Act, 1860;" "the Shrewsbury and Hereford Railway Act, 1856;" and the Acts (local and personal) relating to the London and North-Western Railway Company, viz.: 8 and 9 Vict., caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vict., cap. 67; 9 and 10 Vict., caps. 80, 82, 152, 182, 184, 192, 193, 204; 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vict., caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vict., caps. 58, 60, and 130; 12 and 13 Vict., cap. 74; 13 and 14 Vict., cap. 36; 14 Vict., cap. 28; 14 and 15 Vict., cap. 94; 15 Vict., caps. 98 and 105; 16 and 17 Vict., caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vict., caps. 201 and 204; 18 and 19 Vict., caps. 172 and 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 and 131; 22 and 23 Vict., caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vict., caps. 77 and 79; and 24 and 25 Vict., caps. 66, 110, 123, 128, 130, 132, 134, 196, 208, 219, 223, and 234.

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

Dated the 13th day of November, 1861.

S. F. Noyes, 5, Lincoln's-inn-fields, London.

W. F. Batt, Abergavenny.

Swift, Wagstaff, and Blenkinsopp, 32,
Great George-street, Westminster.

Loxdale, Peele, and Sons, Shrewsbury.

In Parliament—Session 1862.

Bristol Water-Works.

(Construction of New Works; Extension of Limits; Modification of Duties imposed upon Company; Increase of Capital; Amendment of Acts).

THE Bristol Water-Works Company intend to apply to Parliament, in the next session thereof, for leave to bring in a Bill to confer upon them the following, or some of the following, among other powers:

1.—To construct and maintain the following new works:—

- (1).—A reservoir on certain lands, in the parishes of Barrow, otherwise Barrow Gurney, Ashton, otherwise Long Ashton, Winford, and Dundry, all in the county of Somerset, or in some or one of such parishes. Such reservoir to be constructed almost entirely on lands forming part of the Barrow House Estate, and such last-mentioned lands, and also the said lands in the respective parishes of Ashton, otherwise Long Ashton, Winford, and Dundry, lying contiguous to and to the eastward of the existing Barrow reservoir of the Company.
- (2).—A main pipe or aqueduct to connect the said reservoirs, and to be wholly situate in the said parish of Barrow, otherwise Barrow Gurney.
- (3).—A main pipe or aqueduct to be wholly situate in the said parish of Barrow, otherwise Barrow Gurney, and to commence on the west side, or bank of the said intended reservoir, and to terminate by a junction with the existing Barrow Reservoir of the Company through the east bank or side thereof.

(4).—A main pipe or aqueduct to be wholly situate in the said parish of Barrow, otherwise Barrow Gurney, commencing on the north side of the said intended reservoir, and terminating by a junction with the existing main pipe or aqueduct of the Company, at a point on the north side of the existing Barrow reservoir of the Company, and between such existing reservoir and the turnpike-road leading from Bristol to Bridgwater.

(5).—A conduit on the south side of the said existing Barrow reservoir of the Company, to be wholly situate in the said parish of Barrow, otherwise Barrow Gurney, commencing in the Elwall Stream, at a point near the south boundary fence of the said existing Barrow reservoir, and terminating in the existing aqueduct of the Company near such south boundary fence.

(6). A compensation reservoir in and upon certain fields, all in the said parish of Barrow, otherwise Barrow Gurney, and situate on the northern side of the said turnpike road leading from Bristol to Bridgwater, and two of which fields abut upon the said turnpike road, immediately opposite the said existing Barrow reservoir, and the others of which fields are contiguous to and on the northern side of those which abut upon the said turnpike road, and one of such fields so abutting upon the said turnpike road is the property of John Henry Blgrave, Esq., and is called Sett Hazells, and the other such field so abutting upon the said turnpike road is the property of Col. John Blgrave, and is called Summer Lease, and the other fields above referred to are contiguous to and on the northern side of Sett Hazells and Summer Lease aforesaid.

(7).—A conduit, to be wholly situate in the parishes of Dundry and Barrow, otherwise Barrow Gurney, or one of them. Such conduit to commence in a certain brook or stream flowing in and from the parish of Dundry along the south front of Barrow House aforesaid, and to terminate inside the south bank of the said first-mentioned intended reservoir.

2.—To supply with water the parishes of Brislington, Ashton, otherwise Long Ashton, and Abbot's Leigh, in the county of Somerset, and the parishes of Stapleton and Horfield, in the county of Gloucester, and to levy rates or rents for such supply.

3.—To take, use, and appropriate, for the purposes of the proposed new works, as well as of their existing undertaking, the waters of the following springs or streams, all in the said parish of Barrow Gurney and Dundry, in the county of Somerset, or one of them, namely, the aforesaid Elwall Stream, in the parish of Barrow, otherwise Barrow Gurney, and also a certain spring or stream flowing in and from the parish of Dundry along the south front of Barrow House aforesaid, in the said parish of Barrow, otherwise Barrow Gurney, into the present channel or course of the said Elwall Stream, at a point a little to the south of the said turnpike road leading from Bristol to Bridgwater, and between such turnpike road and the said existing Barrow reservoir of the said Company, and which said waters of the aforesaid Elwall Stream, and of the said last-mentioned spring or stream, now flow into and form part of the waters of a stream or brook, which flows through the said parish of Barrow, otherwise

Barrow Gurney, and thence derivatively into the Bristol Channel, and also of such further springs and streams as may be found in, upon, or under the lands to be acquired by the Company under the powers of the Bill.

4.—To construct and maintain in the before-mentioned parishes or places, or some of them, all such conduits, culverts, cuts, drains, sluices, engines, and other works, as may be necessary for carrying into execution the objects and purposes of the Bill.

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

Duplicate plans and sections, showing the line or situation and levels of the intended works, and the lands in or through which the same will be made, and the springs and streams intended to be taken and diverted, with a book of reference to the plans containing the names of the owners and lessees, or reputed owners or lessees, and of the occupiers of the lands, houses, and other property which may be taken under the powers of the Bill, and also a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection at the office of the Clerk of the Peace for the city and county of Bristol, at Bristol, and for the county of Somerset, at Wells; and on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the said intended works will be made or be situate, and a copy of this notice will be deposited with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial place, then with the parish clerk of a parish immediately adjacent thereto.

The Bill will empower the Company for the purposes of the before-mentioned works, and of their authorised undertaking to raise additional capital by shares, or by stock, and by borrowing, and to attach to such shares and stock any preference or priority of dividend or any other advantage which the Bill may define, and for the purposes aforesaid, and in other respects it is intended to alter and enlarge the powers and provisions of the existing Acts of the Company, viz., "The Bristol Waterworks Act, 1846," "The Bristol Waterworks Act Amendment, 1850," "The Bristol Waterworks Acts Amendment Act, 1853," and, to confer other powers, rights, and privileges, on the Company, or the same Bill may repeal, alter, and consolidate the said Acts, and it will especially alter the said Act of 1846, by repealing and modifying the duties, restrictions, and penalties which are at present imposed upon the Company with respect to the diversion, taking, and use of water for supplying the works of the Company, and by relieving the Company, from the necessity of having the water supplied by them constantly laid on under pressure.

It is also intended to amend, vary, and alter the existing rates and rents, which the Company are now authorised to take and levy under their hereinbefore mentioned Acts, any or either of them, and also to amend, vary, and alter the mode of levying such rates and rents.

The Bill will also confer upon the Company all necessary powers for preventing their water from being wasted, or from being improperly taken or used, and for preventing any improper or un-

authorised interference with their water or their works. It is also intended to take powers to provide meters for parties supplied with water for certain purposes, and the Bill will vary and extinguish all existing rights and privileges which would in anywise interfere with any of the objects of the Bill.

The Bill will also incorporate with itself the necessary provisions of "The Waterworks Clauses Act, 1847," "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860."

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

Dated this 14th day of November, 1861.

Clark, Fussell, and Prichard, Bristol,
Solicitors to the Bill.

Dyson and Co., No. 24, Parliament-street,
Parliamentary Agents.

Metropolitan Railway.

(Arrangements with other Companies and Corporation of London; Subscriptions by and powers to other Companies and Corporation of London; Additional Lands and Station and Railway Works; Extension of Time; Provisions as to Capital; Debenture Stock; Amendment of Acts.)

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

To authorize the Metropolitan Railway Company, hereinafter called "The Company," to acquire compulsorily, for the purposes of their undertaking, and for additional station accommodation, depôts, and warehouses, and sidings, or connected therewith, certain lands and houses in the several parishes, or one of them, of Saint Sepulchre and Saint Botolph without Aldersgate, both in the city of London, situate near to and abutting on the northern side of Long-lane, between Charter House-street and Goswell-street, and also in the several parishes, or one of them, of Saint James, Clerkenwell, and Saint John, Clerkenwell, in the county of Middlesex, situate near to and abutting on the western side of Cop-pice-row, between Lower Calthorpe-street and the south-west corner of Clerkenwell workhouse; and also in the parish of Paddington, in the county of Middlesex, situate between London-street on the west, Stanley-street on the south, Saint Mary's Hospital on the east, and South Wharf-road on the north, and, in connection with the station and accommodation works on such last-mentioned land, to make a railway, siding, or communication with the line of the Metropolitan Railway already constructed in South Wharf-road, commencing by a junction with the said railway at or near the north side of Saint Mary's hospital, and terminating at or near London-street aforesaid, between South Wharf-road and Stanley-street, all in the said parish of Paddington, and to authorize the appropriation and use of the under-surface of London-street, and of any other streets or roads within and near the said lands:

To authorize the Company to purchase by compulsion lands and houses, and to acquire lands by agreement, and to take leases of lands, or acquire any partial or limited interest therein, and to levy tolls and rates in respect of any new works:

To enable the Company, and the Great Wes-

tern, the Great Northern, and the London, Chatham, and Dover Railway Companies, or either of them, to enter into and carry into effect contracts and arrangements with reference to the working, by one or more of those Companies, of the Metropolitan railways, stations, and works, including the Finsbury extension thereof, or any of them, or any part thereof, and the conveyance of the traffic thereon, the supply of working and rolling stock, the appointment of officers and servants, the collection and delivery of goods, the forwarding, interchange, transmission, regulation, and apportionment of the traffic, and of the receipts from the traffic on the railways of the Companies parties to the contract, the levying, fixing, receipt, division, and apportionment of tolls, fares, and charges upon the Metropolitan railways, and upon the railways of the working Companies or Company, the management, maintenance, and repair of the Metropolitan railways, the payment of a fixed or contingent rent, the construction, maintenance, and use of the railways, stations, and works, or any of them, and the appointment of joint committees:

To extend the time limited for the compulsory purchase of lands and houses authorized to be taken by the Metropolitan Railway Acts, or any of them, and to extend the time for the completion of works:

To amend the provisions of "The Metropolitan Railway Act, 1861," with reference to the raising of additional capital thereby authorised to be raised, and to repeal any restrictions on the mode of raising such capital, and to authorise the Metropolitan Railway Company to raise any additional or such capital in such manner as they think proper, and to attach, if they think fit, to any shares authorized to be raised by such Act, or to be authorized by the Bill, any preference or priority in payment of dividend over the ordinary capital of the Company, and to make further provision with reference to the re-issue of forfeited shares, and to authorize the raising of further sums of money on mortgage or on bond; also to alter, amend, and enlarge the provisions of "The Metropolitan Railway (Finsbury Circus Extension) Act, 1861," with reference to the share and loan capital thereby authorized to be raised, and to alter the arrangements authorized or specified in that Act with reference thereto, and the application of the profits on the Extension Railway:

To authorise the Company and the Mayor, Commonalty, and Citizens of the city of London to enter into and carry into effect agreements with reference to the formation of an intended new street from Victoria-street to the intended Metropolitan Meat and Poultry Market, and the use, for railway purposes, of the under surface thereof, and with reference to the sale or lease of any lands to the Company by the said Mayor, Commonalty, and Citizens, and the payments to be made in respect thereof; and to enlarge the powers already conferred with reference to agreements respecting the under surface of the Market house, and of the streets and approaches connected therewith; and to amend, alter, or repeal any of the provisions of "The London Railway Depot and Storehouses Act, 1860," which will interfere with the objects of the Bill:

To authorize the Mayor, Commonalty, and Citizens of the city of London, the Great Western, the Great Northern, the London, Chatham, and Dover Railway Companies, any or either of them, to contribute and subscribe for and hold shares in the capital of the Company, and in the Finsbury extension thereof, and to authorize the said Mayor, Commonalty, and Citizens to apply their corporate

funds for that purpose; and to authorize the said Companies respectively to apply their capital or other funds 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 Companies, and by mortgage or bond of their undertakings, or to guarantee out of their revenues to the Company, or their shareholders, or the shareholders in the Finsbury extension capital, interest, or dividend on any part of the share or loan capital of the Company:

To authorize the raising of money on debenture stock in lieu of borrowing on mortgage or bond, such stock to bear a guaranteed or preferential interest over the share capital of the Company, and the creation of rent charges specially secured on station or other lands not being lands forming portions of the main line or any branch line of railway:

To alter, amend, enlarge, or repeal some of the powers and provisions of "The Metropolitan Railway Act, 1854," "The Metropolitan Railway (Deviation) Act, 1855," "The Metropolitan Railway (Great Northern Branch and Amendment) Act, 1856," "The Metropolitan Railway (Amendment) Act, 1857," "The Metropolitan Railway Act, 1859," "The Metropolitan Railway Act, 1860," "The Metropolitan Railway Act, 1861," and "The Metropolitan Railway (Finsbury Circus Extension) Act, 1861," "The Metropolitan Meat and Poultry Market Act, 1860;" also the Act (local and personal) 5 and 6 Will. IV. cap. 107, and the several other Acts relating to the Great Western Railway Company; also the Act (local and personal) 9 and 10 Vict. cap. 71, and the several other Acts relating to the Great Northern Railway Company; the Act (local and personal) 16 and 17 Vict. cap. 132, and the several other Acts relating to the London Chatham and Dover Railway Company:

To vary or extinguish any rights or privileges which will interfere with the objects aforesaid:

On or before the thirtieth day of November instant, maps, plans, and sections describing the direction, lines, and levels of the intended new works, and the lands, houses, and property which may be compulsorily taken for the purposes of the Bill, with a book of reference to the plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and property, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the city of London, at his office, at the Sessions House, in the Old Bailey; and with the Clerk of the Peace for the county of Middlesex, at his office, at the Sessions House, Clerkenwell; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to any of the parishes aforesaid, in or through which the works will be made, or any lands to be taken are situated, with a copy of the said notice, will be deposited as follows: With respect to parishes in the city of London, with the parish clerk of each such parish at his residence; and with respect to the parishes of Saint James and Saint John, Clerkenwell, with the vestry clerk of such parishes, at his office, at the vestry hall, in Upper Rosamond-street; and with respect to the parish of Paddington, with the vestry clerk of that parish, at his office, at the vestry hall, Harrow-road:

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 11th day of November, 1861.

Burchells, 5, Broad Sanctuary, Westminster.

South-Eastern Railway.

(Tunbridge and Dartford Lines, &c.)

(Power to make Railways to Tunbridge and Dartford; Widening of a portion of the North Kent Railway; Purchase of Additional Lands near respectively: the Bricklayers' Arms, Maidstone, and North Camp, Aldershott, Stations; Power to Apply and Raise Capital; Amendment of Acts.)

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

To enable the South-Eastern Railway Company (herein called "The Company,") to make and maintain the following railways, or one of them, with all proper stations, works, and conveniences connected therewith respectively, namely, a railway (herein called "Railway No. 1,") commencing by a junction with the North Kent Line of the South Eastern Railway Company, in the parish of St. Paul, Deptford, in the county of Kent, at or near the point where the North Kent Railway diverges from the London and Greenwich Railway, passing through or into the several parishes, townships, and extra parochial or other places following, or some of them (that is to say): St. Paul Deptford, in the county of Surrey, St. Paul Deptford, Deptford, Greenwich, St. Alphage, Greenwich, Lewisham, Rushey Green, Lee, Eltham, Plaistow, South End, Mottingham, Pope Street, Southborough, Chiselhurst, St. Mary Cray, North Cray, Foot's Cray, St. Paul's Cray, Orpington, Farnborough, Greenstreet Green, Chelsfield, Worlds End, Bopeep, Halstead, Shoreham, Otford, Dunton Green, Chipstead, Chevening, Sevenoaks, The Liberty of Riverhead Sevenoaks, The Liberty of Weald, Sevenoaks, Nizell Heath, Leigh, Tunbridge, otherwise Tonbridge, Hildenborough, otherwise Hilderborough, and Stocks Green, all in the county of Kent, and terminating by a junction with the main line of the South-Eastern Railway, in the parish of Tunbridge, at a point thereon 18 chains, or thereabouts, on the London or western side of the bridge, which carries the turnpike road leading from Tunbridge to Tunbridge Wells, over the South-Eastern Railway, at or near the Tunbridge Station.

And a railway diverging from the line of railway, No. 1, in the parish of Lewisham, at a point on the eastern side of the northern branch of a new road belonging, or reputed to belong, to the People's Freehold Benefit Building Society, and leading from Hithergreen Lane, such point of commencement being 4 chains or thereabouts from the northern extremity of the said new road, and about 20 chains to the north of a certain farm house, or certain farm buildings, known as Plum Farm, passing through or into the several parishes, townships, and extra parochial, or other places, following, or some of them (that is to say): Deptford, St. Paul Deptford, in the county of Surrey, St. Paul Deptford, Deptford, St. Alphage Greenwich, Greenwich, Lewisham, Lee, Mottingham, Pope Street, Eltham, North Cray, St. Paul's Cray, St. Mary Cray, Foot's Cray, Bexley, Crayford, Dartford, all in the county of Kent, and terminating by a junction with the North Kent line of the South-Eastern Railway Company, at or near a point about 12

chains on the London side of the railway bridge, over Priory-lane, in the parish of Dartford, in the county of Kent.

To enable the Company to alter and widen their said North Kent Line of Railway on the northern side thereof, between the said point where the North Kent Railway diverges from the London and Greenwich Railway, and the point where the boundary line between the parishes of St. Paul Deptford, Greenwich, and Lewisham crosses the said North Kent Line, about 25 chains on the Lewisham side of the bridge, which carries George Street, Deptford, over the said North Kent Line, and such widening and alteration will be made within the parishes of St. Paul Deptford, Deptford, Greenwich, St. Alphage Greenwich, and Lewisham, or some or one of them, all in the county of Kent.

To enable the Company to purchase lands and buildings by compulsion or agreement for all or any of the purposes aforesaid, and to vary or extinguish all existing rights, privileges, or easements connected with the lands or buildings purchased or taken.

To enable the Company to divert, alter, or stop up roads, railways, sewers, canals, navigations, or streams for the purposes of the intended railways.

To enable the Company to levy tolls and make charges upon the said intended railways and works, and if necessary or expedient, to alter the tolls and charges now authorised to be taken by the Company, and to grant exemptions from toll, and to confer other rights and privileges.

To enable the Company to purchase by compulsion or agreement the additional lands and buildings hereinafter described, near respectively the Bricklayers' Arms, Maidstone, and North Camp, Aldershott, stations of the Company, and to vary or extinguish all existing rights connected with such lands and buildings (that is to say) lands in the parish of St. Mary Magdalen, Bermondsey, in the county of Surrey, bounded on the north by the Bricklayers' Arms Branch Railway of the Company, on the west by the land next hereinafter described, on the south by a road called or known by the name of Gloucester-road, and on the east by a road called or known by the name of St. James's-road, together with the several buildings standing on the said lands; a piece of land in the last mentioned parish and county, bounded on the north by the said Bricklayers' Arms Branch Railway of the Company, on the west by the eastern wall of the arches over which the road called or known by the name of the Upper Grange-road, is carried, on the east by houses called Gloucester-place, standing upon the lands lastly hereinbefore described, and on the south by a line drawn in continuation of the northern side of Gloucester-road aforesaid, to the arches hereinbefore mentioned, lands in the parish of Maidstone, in the county of Kent, bounded on the north-west by the south-eastern boundary fence of the Paddock Wood and Maidstone Branch Railway of the Company, on the east and south-east by a road belonging, or reputed to belong, to the Right Honourable the Earl of Romney, leading from Hart-street, Maidstone; and on the south-west by the lands and hereinafter described; lands in the last mentioned parish and county, bounded on the north-west by the said boundary fence of the Paddock Wood and Maidstone Branch Railway of the Company, on the north-east by the lands lastly hereinbefore described, and on the south-east by a line drawn from the point in the road lastly hereinbefore mentioned, where the lands lastly hereinbefore described join the lands now describing, to a point

in the said boundary fence of the Paddock Wood and Maidstone Branch Railway of the Company opposite to and in range with the south-west end of the principal engine shed of the Company, at or near the Maidstone Station of the Company, together with the several buildings standing on the lands lastly described, and lands in the parish of Ash, in the county of Surrey, bounded on the east by the Reading, Guildford, and Reigate Branch Railway of the Company, on the north, north-west, and west by a stream dividing the said county of Surrey from the county of Southampton, on the south-west partly by the last mentioned stream, and partly by land belonging, or reputed to belong to Her Majesty, and on the south by land belonging, or reputed to belong to Her Majesty.

To enable the Company to apply any capital or funds now or hereafter belonging to them, or under their control, to the purposes of the said Act, or any of them, and to enable the Company to raise further sums for such purposes, or any of them, by the creation of new shares or stock in their undertaking, either with or without preference or priority, in payment of interest or dividend, and by borrowing on mortgage or bond, or by any of those means.

To alter, amend, vary, or repeal some or any of the several Acts relating to the Company (that is to say): The Acts (local), 6 Wm. 4, cap. 75; 1 Vic., cap. 93; 2 Vic., cap. 42; 2 and 3 Vic., cap. 79; 3 Vic. cap. 46; 5 Vic., sess. 2, cap. 3; 6 and 7 Vic., caps. 51, 52, and 62; 7 Vic., cap. 25; 7 and 8 Vic., caps. 69 and 91; 8 and 9 Vic., caps. 167, 186, 197, and 200; 9 Vic., caps. 55, 56, and 64; 9 and 10 Vic., caps. 305 and 399; 10 and 11 Vic., caps. 104 and 230; 13 and 14 Vic., cap. 31; 15 and 16 Vic., cap. 103; 16 and 17 Vic., caps. 116, 121, 130, and 156; 18 and 19 Vic., cap. 16; 20 and 21 Vic., cap. 155; and 24 and 25 Vic., caps. 12 and 191.

And notice is hereby further given, that on or before the 30th day of November, 1861, plans and sections of the said intended new and altered railways, plans of the said additional lands proposed to be taken, near the Bricklayers' Arms, Maidstone, and North Camp, Aldershott, stations respectively, a book of reference to all such plans, a published map showing the general course and direction of the said intended new and altered railways, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office, in Lambeth, and with the Clerk of the Peace, for the county of Kent, at his office at Maidstone, and that on or before the same day a copy of this notice, as published as aforesaid, and of so much of the said plans, sections, and books of reference as relates to the parish of St. Mary, Bermondsey, will be deposited with the vestry clerk of that parish at his office at Bermondsey, and that on or before the same day a copy of this notice, as published as aforesaid, and of so much of the said plans, sections, and book of reference as relates to the parishes of Eltham, Lee, and Lewisham, will be deposited with the clerks of the district board of Plumstead district united with Lewisham district, at their respective offices at Lewisham and Greenwich, and that on or before the same day a copy of this notice, as published as aforesaid, and of so much of the said plans, sections, and book of reference as relates to the parishes of St. Paul Deptford (Kent), St. Paul Deptford (Surrey), and Greenwich, will be deposited with the clerk of the district board of Greenwich district, at his office at Greenwich; and that on or before the same day a copy of this notice, as published as

aforesaid, and of so much of the said plans, sections, and book of reference as relates to each parish [other than the parishes in respect of which it is hereinbefore stated that deposits will be made with the clerk of a vestry or district board] in or through which the said railways are intended to be made or altered, or lands taken, will be deposited with the parish clerk of each such parish, at his place of abode, and that on or before the 23rd day of December, 1861, printed copies of the Bill for effecting the objects specified in this notice, or some of them, will be deposited in the Private Bill Office of the House of Commons.

Dated the 14th day of November, 1861.

John Charles Rees, South-Eastern Railway Terminus, London Bridge, Solicitor for the Bill.

Brean Down Harbour and Railway, and Weston-super-Mare Landing Slip.

(Incorporation of Company; Construction of Harbour, Piers, or Jetties, at Brean Down, with Railway therefrom to Bristol and Exeter Railway: Landing Slip at Weston-super-Mare; Working Arrangements with other Companies; Powers of Subscription to Landing Slip; Provisions as to Pilotage; and variation of Rights and Jurisdiction; Further Powers; Repeal or Amendment of Acts.)

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

To incorporate a Company for the purposes of the Bill, and to empower them to make and maintain the works, and effect the purposes, or some of them, following, videlicet:—

To make and maintain a pier or jetty, so as to form a harbour at Brean Down, in the county of Somerset, which pier or jetty is intended to commence in the parish of Brean, in the said county of Somerset, at or near a point on the north side of Brean Down, distant 100 yards or thereabouts from the western end thereof, and distant also about 70 yards from a ruined hut upon the north side of Brean Down, and to run from the point above referred to into the Bristol Channel, and to terminate below low water mark, and about 300 yards from and to the north-eastward of the said point, hereinbefore described as the commencement of the said intended pier or jetty, together with one or more openings in such pier or jetty, landing-slips, slipway, and other works and conveniences, and which intended pier or jetty, works, and conveniences will be situate in or adjoining the said parish of Brean, and in the Bristol Channel.

To make and maintain a landing-slip, commencing in the parish of Weston-super-Mare, in the county of Somerset, at a point on the north side of Anchor Head, distant 500 feet or thereabouts from the western or seaward end of Anchor Head House, and running thence into the Bristol Channel, in a westerly direction, for a distance of 150 yards or thereabouts, and which intended landing slip will be situate in the said parish of Weston-super-Mare, and in the Bristol Channel, or one of them.

To make, provide, and maintain shipping places, wharves, warehouses, custom-houses, staiths, jetties, landing places, stages, cranes, drops, dolphins, buoys, beacons, light-ships, lighthouses, moorings, approaches, tugboats, dredgeboats, and other works and conveniences in connection with or for the purposes of, or in connection with, the intended

harbour, piers, or jetties, and other works, or any of them, with full powers to dredge and deepen all channels from time to time forming a means of access to the harbour to be formed at Brean Down, or to the said piers or jetties, or to the said landing slip.

To maintain and improve the harbour, which will be formed by the construction of the said pier or jetty, and from time to time to dredge, scour, deepen, and preserve the bed and shore of the Bristol Channel, for the purposes of such harbour, within the same, and within a distance to be defined in the said intended Bill, not exceeding the distance of 800 yards from any part of the same, or from any part of the said intended pier or jetty.

To make and maintain a railway, with stations, approaches, and other works and conveniences, commencing in the said parish of Brean, at or near the commencement of the intended pier, as hereinbefore described, and terminating in the parish of Lympsham, in the county of Somerset, by a junction with the Bristol and Exeter Railway, at or near a culvert under the said railway, dividing the parishes of Lympsham and South Brent, both in the county of Somerset, and which intended railway, and the works connected therewith, will be made, or pass from, in, through, or into the parishes, extra-parochial, and other places, or some of them, of Brean, Berrow, and Lympsham, all in the county of Somerset.

To cross, stop up, alter, or divert, for the purposes of the intended works, and either temporarily or permanently, roads, ways, cuts, streams, sewers, drains, and embankments, within for adjoining the parishes and places aforesaid.

To purchase, by compulsion and by agreement, lands, houses, and hereditaments for the purposes of the intended Bill; to vary or extinguish all rights or claims to tolls, rates, dues, or charge thereon, or on or in respect of the proposed harbour at Brean Down, or of the said piers, jetties, or landing slip, and all rights or claims of any persons or body having or claiming any jurisdiction over the sites of the proposed harbour, piers, or jetties, or landing slip, or any or either of them, and all other rights and privileges inconsistent with the objects of the intended Bill, and to confer other rights and privileges.

To levy tolls, rates, dues, and charges, as well upon shipping as upon goods, in, upon, or in respect of the intended harbour at Brean Down; and of the intended piers or jetties and landing slip, or any or either of them, and to levy tolls and charges upon and in respect of the intended railway and other works and conveniences, and to confer exemptions from the payment thereof.

And provision will be made in the said Bill for the following purposes, namely:—

The management, use, regulation, and protection of the intended harbour at Brean Down, and of the piers or jetties, railway, landing slip, and other works and conveniences, and the regulation and control of shipping traffic, and of persons frequenting or using the same works respectively, or any of them; the pilotage of shipping, the appointment, regulation, dismissal, and payment of harbour masters, pier masters, pilots, and other officers, and the imposition of penalties and restrictions.

The conferring upon the Company the exclusive control and jurisdiction over the proposed harbour and other works, and all such powers as are usually conferred upon or belong to the owners of harbours, including those conferred by "The Harbours, Docks, and Piers Clauses Act, 1847."

The making and carrying into effect contracts

and arrangements between the intended Company and the Bristol and Exeter Railway Company, and between the intended Company and any other Company, which may in the next or any subsequent session of Parliament, be authorised to make a railway to join the Bristol and Exeter Railway, at or near the point where the railway to be authorised by the Bill will join the same, or to join the intended railway for or with reference to the construction, maintenance, use, and working of the proposed railway and works, the working of the traffic, and levying and appropriation of the tolls, rates, and charges thereon, and all incidental matters, and for or with reference to any of the other objects of the intended Bill.

The enabling the intended Company to sell or lease the landing slip at Weston-super-Mare, and the works and conveniences connected therewith, to the Commissioners for carrying into execution "The Weston-super-Mare Improvement and Market Act, 1842," and "The Weston-super-Mare Improvement and Market Act, 1851," or to any other body of commissioners, or trustees or person, and to confer powers of entering into and carrying into effect contracts or agreements for any such sale or lease, upon such commissioners or trustees or other person, and to empower the said Improvement Commissioners of Weston-super-Mare to subscribe towards and hold shares in the undertaking of the Company, or any part thereof: and to raise money for that purpose, or for the purchase of such landing slip, works, and conveniences, by borrowing upon the credit of rates made, or to be made upon the property within their district, or of their existing corporate property, or by sale of any part of such property, or by such other ways or means as may be prescribed or provided for in the said intended Act; and to empower such commissioners, if they think fit, to levy rates upon property, and also tolls and dues under and for the purposes of so much of the intended Act as will relate to the said landing slip at Weston-super-Mare, and the works and conveniences connected therewith, and to empower any body of commissioners or trustees becoming subscribers to the undertaking, or any part thereof, to appoint a director or directors of the Company.

To amend or repeal, so far as may be necessary for the purposes of the intended Bill, some of the provisions of the local and personal Acts following (that is to say):—47 George III, session 2, cap 33; 11 and 12 Victoria, cap. 43; "The Bristol Channel Pilotage Act, 1861;" "The Weston-super-Mare Improvement and Market Act, 1842;" "The Weston-super-Mare Pier Act, 1846;" and "The Weston-super-Mare Improvement and Market Act, 1851; 2 and 3 William IV, cap. 93; 6 and 7 William IV, cap. 36; 1 and 2 Victoria, cap. 26; 3 Victoria, cap. 47; 4 and 5 Victoria, cap. 41; 8 and 9 Victoria, caps. 88 and 155; 9 and 10 Victoria, cap. 181; 11 and 12 Victoria, caps. 28, 77, 92, and 95; 13 and 14 Victoria, cap. 24; 14 and 15 Victoria, cap. 22; 15 and 16 Victoria, cap. 9; 18 and 19 Victoria, cap. 63; 20 Victoria, cap. 1; 23 and 24 Victoria, caps. 92 and 124; and 24 and 25 Victoria, cap. 243.

And notice is hereby given, that plans and sections of the proposed works, a book of reference to those plans, a published map showing the line of the proposed railway, 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 Somerset, at his office at Wells, in that county; and that on or before the 30th day of November instant, a copy of so much of the said plans, sections, and book

of reference as relates to each parish and extra-parochial place in or through which the proposed works or any of them will be made, with a copy of this notice will be deposited for public inspection in the case of each such parish with the parish clerk thereof, at his residence; and in the case of each such extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 9th day of November, 1861.

Edwards, Radcliffe, and Davies, No. 8, Delahay-street, Westminster, Solicitors for the Bill.

Tewkesbury and Malvern Railway.

(Power to raise Additional Capital, and to sell or lease Railway to Midland Company; Deviation of portion of authorized Railway, and Alteration of Levels; 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 authorize the Tewkesbury and Malvern Railway Company (hereinafter called the Company) to raise additional capital for the completion of the railway authorized by the "Tewkesbury and Malvern Railway Act, 1860" (hereinafter called the recited Act), and for the general purposes of the recited Act, by the creation of new shares, or by borrowing, and to attach to such new shares such privileges of preference or priority in payment of interest or dividend as may be determined by the Company, or provided by the said intended Act.

To enable the Company to sell their undertaking to the Midland Railway Company, with all rights, powers, and privileges connected therewith, upon such terms as may be agreed upon between the Company and the Midland Railway Company, or to lease the same to the Midland Railway Company, either in perpetuity or for any term of years, on such conditions as have been or may be agreed upon between the said Companies, and to authorize the Midland Railway Company to accept such lease, and also to provide that such lease shall be either in substitution for or in addition to any other existing arrangements between the said Companies, and to enable the said Companies for either or both of the purposes aforesaid to make, execute, vary, and determine contracts and arrangements.

To authorize the Midland Railway Company to apply their corporate funds for all or any of the purposes of the said intended Act.

To authorize, legalize, and maintain a deviation of a portion of the railway authorized by the said recited Act, commencing at a point in or near the enclosure numbered 8, in the parish of Hanley Castle and county of Worcester, on the plans referred to in the said recited Act, and terminating at the point where the Tewkesbury and Malvern Railway, as now constructed, joins the Worcester and Hereford Railway in the township and parish of Great Malvern and county of Worcester, all of which deviation is situate in the said parishes and township of Hanley Castle and Great Malvern, in the said county of Worcester, with such alteration of levels as have been or will be made in accordance with the plans and sections hereinafter mentioned.

To authorize the abandonment of so much of the said railway authorized by the recited Act as will be rendered unnecessary by or in consequence of the said deviation.

To authorize and legalize the purchase of lauds and buildings by compulsion or agreement for the purposes of the said intended Act, and to vary and extinguish all existing rights and privileges connected therewith which would in any manner impede or interfere with the purposes of the said intended Act, or any of them, and to confer rights and privileges.

To authorize the stopping up, altering, or diversion of all such turnpike and other roads, rivers, canals, and streams as it may be necessary to stop up, alter, or divert for the purposes of the said intended Act or any of them.

To authorize the Company to levy tolls, rates, and duties, and to grant exemptions therefrom, and to alter the tolls, rates, or charges authorized to be taken by the said recited Act.

To alter, amend, extend and enlarge, and if necessary to repeal all or some of the powers and provisions of the said recited Act. and the several Acts of Parliament following, or some of them, relating to the Midland Railway Company, that is to say:—(Local and Personal Acts) 7 and 8 Vict., cap. 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., cap. 130; 23 and 24 Vict., caps. 52, 66, 67, and 72; and 24 and 25 Vict., caps. 37, 106, and 139.

And notice is hereby given that plans and sections showing the lines and levels of the said deviation, a book of reference to such plans, and a published map showing the general course or direction of the said deviation, 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 Worcester, at his office in the city of Worcester, and that on before the same day a copy of so much of the said plans, sections, and books of reference as relates to the parishes in or through which the said deviation has been or will be made and maintained, will, together with a copy of this notice, published as aforesaid, be deposited for public inspection with the parish Clerk of each such parish at his place of abode.

And notice is hereby further given that on or before the 23rd day of December, 1861, 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 13th day of November, 1861.

S. F. Noyes, 5, Lincoln's-inn-fields, London,
T. Holland, Malvern,

Solicitors for the Bill.

Bryden and Co., 4, New Palace-yard,
Westminster,

Parliamentary Agents.

Shrewsbury and Welshpool Railway.

(Widening Railway; Stoppage and Diversion of Road in Alberbury; Further Money Powers; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to effect the objects, and to empower the Shrewsbury and Welshpool Railway Company (hereinafter called "the Company") to exercise the powers following, or some of them (that is to say):

To widen their main line of railway from the commencement thereof, in the parish of Buttington,

in the county of Montgomery, where it joins the Oswestry and Newtown Railway, to the termination thereof, in the parish of St. Julian, Shrewsbury, in the county of Salop, where it joins the Shrewsbury and Hereford Railway, which widening will be made, or pass from, in, through, or into, the following parishes, townships, and places or some of them (that is to say): Buttington, Cefn, Hope, Cletterwood, Trewern, Middletown, Alberbury, Heldre, Ucheldre, Uppington, Bulthy, Winnington, Trefnant, all in the county of Montgomery; and Alberbury, Uppington, Winnington, Trefnant, Bulthy, Great Woollaston, Wattlesborough, Wattlesborough Heath, Amaston, Rowton, Rowton and Amaston, Little Woollaston, Westbury, Hayford, Marsh, Wigmore, Stretton, Stoney Stretton, Yockleton, Yockleton Park, the Linches, Stretton Heath, Pontesbury, Newnham, Nox, Cruckton, Cruck Meole, Lea, Little Hanwood, Lea Cross, Hanwood, Poulton, St. Chad (Shrewsbury), Meole, Meole Brace, Pulley, Nobould, Whitley, Welbatch, Panson, Moathall, St. Julian (Shrewsbury), Coleham (Shrewsbury), Abbey Foregate (Shrewsbury), Holy Cross and St. Giles (Shrewsbury), or some of them, all in the county of Salop.

To stop up and divert the existing public road, No. 48, in the parish of Alberbury, in the county of Montgomery, on the deposited plans referred to in the "Shrewsbury and Welshpool Railway Act, 1860," at a point in the said parish of Alberbury, and county of Montgomery, adjoining or near the bridge by which the said road is at present carried over the Shrewsbury and Welshpool Railway, and to extinguish all rights of way over the same, and to vest the soil or site thereof in the Company.

To make (in substitution for the road so to be stopped up) a new road, commencing in the said parish of Alberbury, and county of Montgomery, from and out of the said existing road, at or near, and on the south side of the said bridge by which the said existing road is at present carried over the Shrewsbury and Welshpool Railway, and terminating in the said parish of Alberbury, and county of Montgomery, in and by a junction with the new turnpike-road from Shrewsbury to Welshpool at or near a point about 100 yards to the eastward of the "Four Crosses" public-house, which new road will be made, or pass through, or within the said parish of Alberbury, and in the township of Middletown, in the county of Montgomery.

To cross, stop up, alter, or divert, for the purposes of the intended widening and other works, and of the Bill, and either temporarily or permanently, roads, ways, streets, railways, tramways, canals, aqueducts, streams, rivers, bridges, sewers, drains, and watercourses within or adjoining to the aforesaid parishes, townships, extra-parochial and other places.

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

To apply to the purposes of the proposed Bill any part of the funds which the Company have raised, or are now authorized to raise, and to raise further money for those purposes by borrowing and by the creation of new shares in the Company, with or without a preference or priority of interest or dividend and other special privileges, and to confer, vary, or extinguish other rights and privileges.

And it is also intended by the said Bill to amend the "Shrewsbury and Welshpool Railway Act, 1856," the "Shrewsbury and Welshpool Railway Act, 1859," the "Shrewsbury and Welshpool Railway Act, 1860," and the "Shrewsbury and Welshpool Railway Act, 1861," and to extend and apply the

provisions of those Acts as to tolls, rates, and charges as to agreements for the user of the railway of the Company and of the railways and works of other Companies, and other the provisions of those Acts, to the railway and works of the Company, as widened or altered under the powers of the Bill; and also to vary the tolls, rates, and charges by those Acts authorized, and to levy new tolls, rates, and charges.

And notice is hereby further given that, on or before the 30th day of November instant, plans and sections of the intended works, with a book of reference to such plans; a published map, with the line of the 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 Montgomery, at his office at Welshpool, and with the Clerk of the Peace for the county of Salop, at his office at Shrewsbury; and that, on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place from, in, through, or into which the works will be made, together with a copy of this Notice as published in the London Gazette, will be deposited for public inspection in the case of each such parish with the Parish Clerk thereof, at his residence, and in the case of each such extra-parochial place with the Parish Clerk of some parish immediately adjoining thereto at his residence; and that, on or before the 23rd day of December next, printed copies of the said intended Bill will be deposited at the Private Bill Office of the House of Commons.

Dated the 12th day of November, 1861.

S. F. Noyes, 5, Lincoln's-inn-fields, London,
Solicitor for the Bill.

Mid-Wales Railway (Branch).

(Branch from the Marteg Valley to the Manchester and Milford Railway near Llangurig; Power to apply and raise Capital; Arrangements with Manchester and Milford 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 for the following purposes, or some of them (that is to say); to enable the Mid-Wales Railway Company (herein called the Company), to make and maintain a railway with all proper stations, works, and conveniences connected therewith, commencing by a junction with an intended deviation of the authorized line of the Mid-Wales Railway, in the parish of St. Harmon, in the county of Radnor, and in or near a certain enclosure numbered 281 in the said parish, on the plans referred to in the Mid-Wales Railway Act, 1859, passing through or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say): St. Harmon, Kennarth, Clas, Rhwriad, Llansaintffraid, Cwmdauddwr, Dyffryn Gwy, Nantmel, Maesgwyn, and Gwastedinfawr, all in the county of Radnor; Llangurig, Llanyward, and Llanyfyny, in the county of Montgomery; and terminating by a junction with the authorized line of the Manchester and Milford Railway, in the said parish of Llangurig, in or near an enclosure numbered 180 as to the said parish on the plans referred to by "The Manchester and Milford Railway Act, 1860."

To enable the Company to make such openings in, and alterations of, the Manchester and Milford Railway, as may be necessary or expedient for the

purposes of the said junction, and to stop up, alter, or divert, either temporarily or permanently, turnpike and other roads, streets, rivers, or streams, for the purposes of the said intended railway and works.

To purchase by compulsion or agreement, lands, and buildings for the purposes of the intended Act, or any of them, and to vary or extinguish any rights or privileges connected with such lands and buildings.

To levy tolls, rates, and duties upon or in respect of the said intended railway, to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and if necessary or expedient, to alter the tolls and charges now leviable by the Company.

To enable the Company to apply their corporate funds to the purposes of the intended Act, or any of them, and to raise further sums for such purposes, or any of them, 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 any of those means, and as part of their general capital and funds, or wholly or partly as a separate capital charged primarily or exclusively on all or any part of the intended railway and works.

To enable the Company and the Manchester and Milford Railway Company to enter into and carry into effect contracts and agreements with respect to the joint user, management, and maintenance by such Companies of the said intended railway and the works connected therewith, or any part of the same; and also for facilitating the transfer and exchange of traffic, and for dividing and apportioning the tolls and charges arising from any traffic.

To alter, amend, or repeal some or any of the provisions of the following Acts, or any of them, that is to say: "The Mid-Wales Railway Act, 1859," "The Mid-Wales Railway (Extensions) Act, 1860," "The Mid-Wales Railway Act, 1861," "The Manchester and Milford Railway Act, 1860," and "The Manchester and Milford Railway (Aberystwith Branch) Act, 1861."

And notice is hereby further given, that on or before the 30th day of November, 1861, plans and sections of the said intended railway and works, books of reference to such plans, published maps with the lines of railway delineated thereon, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Radnor, at his office at Presteign, in the county of Radnor, and with the Clerk of the Peace for the county of Montgomery, at his office at Welshpool, and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and books of reference as relates to each parish in or through which the said railway and works are intended to be made, and a copy of this notice as published in the London Gazette, will be deposited with the parish clerk of each parish at his usual 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, 1861, printed copies of the Bill for effecting the objects specified in this notice, or some of them, will be deposited in the Private Bill Office of the House of Commons.

Dated the 12th day of November, 1861.

S. F. Noyes, 5, Lincoln's-inn-fields, Solicitor for the Bill.

Mid-Wales Railway (Deviations, &c.)

Deviations of railway; Abandonment of portions of line rendered unnecessary; Alterations of levels and curves; Extension of time for purchase of lands; Level Crossing in St. Harmon; Junction with Central Wales (Extension) Railway; Maintenance of and Transfer to Llanidloes and Newtown Railway of a small portion of Mid-Wales Railway near Llanidloes; Power to apply capital and to raise 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 for the following purposes, or some of them (that is to say):

To enable the Mid-Wales Railway Company (herein called the Company) to make and maintain the new or substituted portions of railway hereinafter described in lieu and instead of portions of their railway as at present authorized, namely:

Deviation No. 1.—A new or substituted portion of railway commencing in or near an enclosure numbered on the plans referred to in the Mid-Wales Railway Act, 1859 (which plans are herein called "the plans of 1859") 260 in the parish of St. Harmon in the county of Radnor, passing through or into the parishes, townships, or places following, or some of them, St. Harmon, Kennarth, Clas, Rhwriad, Nantmel, Gwastedin-fawr, and Maesgwyn, all in the said county of Radnor, and terminating on the common numbered on the same plans 271 in the said parish of St. Harmon, near the point marked 10 miles 6 furlongs on the same plans.

Deviation No. 2.—A new or substituted portion of railway commencing in or near an enclosure numbered on the plans of 1859, 53 in the parish of Llanwrthwl, in the county of Brecon, passing through or being situate within the said parish of Llanwrthwl, and terminating in or near an enclosure numbered on the same plans 64 in the said parish of Llanwrthwl.

Deviation No. 3.—A new or substituted portion of railway commencing in or near an enclosure numbered on the plans referred to in the Mid-Wales Railway Act, 1860 (which plans are herein called "the plans of 1860,") 54 in the parish of Aber-Edw, in the county of Radnor, passing through or into the parishes, townships, or places of Aber-Edw and Llandilo Graban, in the said county of Radnor, and terminating in or near an enclosure numbered on the plans of 1860, 65 in the said parish of Llandilo Graban.

Deviation No. 4.—A new or substituted portion of railway, commencing in or near an enclosure numbered on the plans of 1860, 29 in the parish of Aberllyfni, in the county of Brecon, passing through or within the said parish of Aberllyfni, and terminating in or near an enclosure numbered on the plans of 1860, 10 in the said parish of Aberllyfni.

Deviation No. 5.—A new or substituted portion of railway commencing at or near the tramway numbered on the plans of 1860, 49, in the parish of Llangorse, in the county of Brecon, near the point marked 6 miles 1 furlong on the railway called on those plans Railway No. 4, passing through or into the parishes, townships, or places of Llangorse, Llandevailog-trer-graig, and Llanfihangel Tal-y-llyn, all in the county of Brecon, and terminating in or near an enclosure numbered on the plans of 1860, 19, in the said parish of Llanfihangel Tal-y-llyn.

To abandon the formation of so much of the authorized railways of the Company as will be rendered unnecessary by or in consequence of the construction of the new or substituted portions of railway hereinbefore mentioned.

To authorize the construction and maintenance by the Company of their railway between the points hereinafter described according to altered and different lines and levels, from those authorized by the Acts hereinafter mentioned, but within the limits of lateral deviation defined on the plans referred to in such Acts respectively (that is to say):

1. Between the points marked 2 furlongs on the plans of 1859 and a point 6 chains beyond the point marked 2 miles on the plans of 1859, which alteration of line and levels will be within the parishes, townships, or places of Llanidloes, Cilmachallt, and Llangurig, all in the county of Montgomery.

2. Between the point marked 9 miles on the plans of 1859, and a point 5 chains beyond the point marked 10 miles 2 furlongs on the plans of 1859, which last mentioned alteration of line and levels will be within the parishes, townships, or places following, or some of them: St. Harmon, Kennath, Clas, Rhwriad, Nantmel, Gwastedin-fawr, and Maesgwyn, all in the said county of Radnor.

3. Between the point marked 10 miles 6 furlongs on the plans of 1859 and the point marked 13 miles 3 furlongs on the plans of 1859, which last mentioned alteration of line and levels will be within the parishes, townships, or places following, or some of them: St. Harmon, Kennarth, Clas, Rhwriad, Llansaintffraid-Cwmdauddwr, Dyffryn Gwy and Dyffryn Elan, all in the said county of Radnor.

4. Between the respective points of commencement and termination of the deviation at Rhayader, shown on the plans of 1860, which last-mentioned alteration of line and levels will be within the parishes, townships, or places following, or some of them: Llansaintffraid Cwmdauddwr, Dyffryn Gwy, Dyffryn Elan, Rhayader, Nantmel, Gwastedin Fawr, and Maesgwyn, all in the said county of Radnor.

5. Between the point marked 16 miles 5 furlongs on the plans of 1859 and a point 7 chains beyond the point marked 19 miles on the plans of 1859, which last-mentioned alteration of line and levels will be within the parishes, townships, or places following, or some of them: Nantmel, Gwasteddin Fawr, and Maesgwyn, in the said county of Radnor and Llanwrthwl, in the said county of Brecon.

6. Between a point 6 chains beyond the point marked 19 miles 3 furlongs on the plans of 1859, and the point marked 22 miles on the plans of 1859, which last-mentioned alteration of line and levels will be within the parishes, townships, or places following, or some of them: Llanwrthwl, Llanafan-fawr, and Llysdinam, in the said county of Brecon and Llanyre, Newbridge, and Trawscoed, in the said county of Radnor.

7. Between the commencement of the deviation authorized by the Mid-Wales Railway Act, 1861, at Newbridge, in the county of Radnor, and the point marked 3 furlongs on the plan of such deviation referred to in the said Act of 1861, which last-mentioned alteration of line and levels will be in the parish of Llanyre, and township of Trawscoed, in the county of Radnor.

8. Between the point marked 8 miles 6 furlongs on the plans of 1860, on the railway described on those plans as Railway No. 3, and a point 5 chains beyond the point marked 10 miles 1 furlong on the plans of 1860 on the said Railway No. 3, which last-mentioned alteration of line and levels will be within the parishes, townships, or places of Llanfaredd and Aber Edw, in the said county of Radnor.

9. Between the point marked 14 miles 1 furlong on the plans of 1860 on the railway described on those plans as Railway No. 3, and the termination

of the said Railway No. 3, as shown on the plans of 1860, which last-mentioned alteration of line and levels will be within the parishes, townships, or places following, or some of them: Llandeilo Graban, Llanstephan, and Boughrood, in the said county of Radnor, and Llyswen, Glasbury Pipton and Aberllyfni, in the said county of Brecon.

10. Between the commencement of the railway described on the plans of 1860 as Railway No. 4, and the point marked 6 miles 1 furlong on the plans of 1860 on the said Railway No. 4, which last-mentioned alteration of line and levels will be within the parishes, townships, or places following, or some of them: Aberllyfni, Bronllys, Talgarth, Trefinon, Trefecca, Llangorse, Llanfillo, Llandeifailog-Tre'r-graig, all in the said county of Brecon.

11. Between the point marked 6 miles 6 furlongs on the plans of 1860 on the railway described on those plans as Railway No. 4, and the termination of the said Railway No. 4, as shown on the plans of 1860, which last-mentioned alteration of line and levels will be within the parishes of Llanfihangel Tal-y-llyn, and Llangasty Tal-y-llyn, in the said county of Brecon.

To enable the Company to carry the railway across the public carriage-road numbered on the plans of 1859, 200, in the parish of St. Harmon, in the county of Radnor, upon the level, instead of carrying the said road under or over the railway by means of a bridge.

To alter and reduce the radii of the following curves, viz.:

1. The curve shown on the plans of 1859 at 2 miles 4 furlongs, as marked on those plans, which curve will be within the parish of Llangurig aforesaid.

2. The curve shown on the plans of 1859 at 3 miles 2 furlongs, as marked on those plans, which curve will be within the parish of Llangurig aforesaid.

3. The curve shown on the plans of 1859 at 3 miles 4 furlongs, as marked on those plans, which curve will be within the parishes, townships, or places following, or some of them: Dethynydd, Llangurig, Llandinam, and Hengynwith, all in the said county of Montgomery; St. Harmon, Kennarth, Clas, and Rhwriad, in the county of Radnor.

4. The curve shown on the plans of 1859 at 4 miles, as marked on those plans, which curve will be within the parishes, townships, or places following, or some of them: Llandinam, Dethynydd, and Hengynwith, in the said county of Montgomery; St. Harmon, Kennarth, Clas, and Rhwriad, in the county of Radnor.

5. The curve shown on the plans of 1859 at 5 miles, as marked on those plans, which curve will be within the parishes, townships, or places following, or some of them: Llandinam, Dethynydd, and Hengynwith, in the said county of Montgomery; and St. Harmon, Kennarth, Clas, and Rhwriad, in the county of Radnor.

6. The curve shown on the plans of 1859, at 5 miles 4 furlongs, as marked on those plans, which curve will be within the parishes, townships, or places following, or some of them: Abbey Cwmhir, Golon, St. Harmon, Kennarth, Clas, and Rhwriad, all in the said county of Radnor.

7. The curve shown on the plans referred to in "the Mid-Wales Railway Act, 1861" (herein called "the plans of 1861"), at 4 miles 3 furlongs, as marked on those plans, which curve will be within the parish of Llanelwedd aforesaid.

8. The curve shown on the plans of 1861, at 4 miles 4 furlongs, as marked on those plans, which curve will be within the parish of Llanelwedd aforesaid.

9. The curve shown on the plans of 1861, at 4 miles 5 furlongs, as marked on those plans, which

curve will be within the parish of Llanelwedd aforesaid.

10. The curve shown on the plans of 1861, at 4 miles 7 furlongs, as marked on those plans, which curve will be within the parish of Llanelwedd aforesaid.

11. The curve shown on the plans of 1860, at 6 miles 5 furlongs, as marked on those plans on the railway described on those plans as Railway No. 3, which curve will be within the parish of Llanelwedd aforesaid.

12. The curve shown on the plans of 1860, at 6 miles 7 furlongs, as marked on those plans on the railway described on those plans as Railway No. 3, which curve will be within the parish of Llanelwedd aforesaid.

13. The curve shown on the plans of 1860, at 7 miles 6 furlongs, as marked on those plans on the railway described on those plans as Railway No. 3, which curve will be within the parish of Llanfaredd aforesaid.

14. The curve shown on the plans of 1860, at 8 miles 1 furlong, as marked on those plans on the railway described on those plans as Railway No. 3, which curve will be within the parish of Llanfaredd aforesaid.

15. The curve shown on the plans of 1860, at 8 miles 4 furlongs, as marked on those plans on the railway described on those plans as Railway No. 3, which curve will be within the parish of Llanfaredd aforesaid.

To extend for a further period the period limited by "The Mid-Wales Railway Act, 1859," for the compulsory purchase of lands, excepting as to so much of the railway authorized by the said Act of 1859 as is proposed to be abandoned under the provisions of the intended Act.

To extend for a further period the period limited by "The Mid-Wales Railway Act, 1860," for the compulsory purchase of lands upon the deviation at or near Rhayader by that Act authorized.

To enable the Company to make a junction between their authorized line and the Central Wales Extension Railway, and for that purpose to make and maintain a new line of railway, commencing in or near an inclosure numbered on the plans of 1861, 102, in the parish of Disserth, in the county of Radnor, passing through the parishes, townships, or other places of Disserth, Trecoed, and Llanelwedd, and terminating by a junction with the railway authorized by "The Central Wales (Extension) Railway Act, 1860," in or near a certain inclosure numbered 127, in the parish of Llanelwedd aforesaid on the plans referred to in "The Central Wales (Extension) Railway Act, 1860."

To enable the Company to make such openings in and alterations of the Central Wales (Extension) Railway as may be necessary or expedient for the purposes of the said junction, and to stop up, alter, or divert, either temporarily or permanently, turnpike and other roads, streets, rivers, or streams, for the purposes of the intended Act, or any of them.

To purchase, by compulsion or agreement, lands and buildings for the purposes of the intended Act, or any of them, and to vary or extinguish any rights or privileges connected with such lands and buildings.

To levy tolls, rates, and duties, to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and, if necessary or expedient, to alter the tolls and charges now leviable by the Company.

To authorize the maintenance of the Mid-Wales Railway as now constructed, and, if necessary, to alter and widen the same between the point where the same diverges from the Llanidloes and Newtown Railway and the point marked 2 furlongs on the

plans of 1859, and within the parish of Llanidloes and township of Cilmachallt.

To enable the Company to transfer to the Llanidloes and Newtown Railway Company all their present or future powers, rights, and privileges of any and every description relating to, and their property and interest in, so much of the Mid-Wales Railway authorized by "The Mid-Wales Railway Act, 1859," as is situate between the commencement thereof at Llanidloes and a point 5 chains beyond the point marked on the plans of 1859, 1 mile 6 furlongs from such commencement or any portion thereof, and to enable the Llanidloes and Newtown Railway Company to exercise all powers of the Company in relation to the said portion of their undertaking, or of any portion thereof, and to complete, maintain, and use the same, and to take lands compulsorily for the purposes thereof, and to levy tolls thereon, and to apply their corporate funds to the purposes of the said portion of the undertaking of the Company.

To provide against the inconvenience which might result from the existence of several plans and sections relating to the same undertaking, and to enact that the plans, sections, and books of reference to be deposited as hereinafter mentioned, and which are intended to show or describe the whole of the railway of the Company as the same is proposed to be made, as well as the portions intended to be altered as aforesaid, shall be the plans, sections, and books of reference according to which the said railway is to be made.

To enable the Company to apply their corporate funds to the purposes of the intended Act, or any of them, and to raise further sums for such purposes, or any of them, and 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 any of those means, and as part of their general capital and funds, or wholly or partly as a separate capital, charged primarily or exclusively on all, or any, or any part of the intended railways and works.

To alter, amend, or repeal some or any of the provisions of the following Acts, or any of them (that is to say): "The Mid-Wales Railway Act, 1859;" "The Mid-Wales Railway (Extension) Act, 1860;" "The Mid-Wales Railway Act, 1861;" "The Central Wales Railway Act, 1859;" and "The Central Wales (Extension) Railway Act, 1860;" and the Acts (Local) 16 and 17 Vict., cap. 143; 19 and 20 Vict., cap. 22; and 22 and 23 Vict., cap. 30.

And notice is hereby further given, that, on or before the 30th day of November, 1861, plans and sections of the said new or substituted railways and works, and showing the said alterations of levels and curves, and also the unaltered portions of the undertaking of the Company, books of reference to such plans, published maps with the lines of railway delineated thereon, and a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Radnor, at his office at Presteigne, in the county of Radnor; and with the Clerk of the Peace for the county of Montgomery, at his office at Welshpool, in the county of Montgomery; and with the Clerk of the Peace for the county of Brecon, at his office at Brecon; and that, on or before the said 20th day of November, a copy of so much of the said plans, sections, and books of reference as relates to each parish in or through which the said railways and works are intended to be made or altered, and a copy of this Notice as published in the London Gazette, will be deposited with the Parish Clerk of each parish at his usual 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, 1861, printed copies of the Bill for effecting the objects specified in this Notice, or some of them, will be deposited in the Private Bill Office of the House of Commons.

Dated the 12th day of November, 1861.

S. F. Noyes, 5, Lincoln's-inn-fields,
Solicitor for the Bill.

Wellington, Drayton, and Newcastle Railway.
(Incorporation of Company; Construction of Railways; New road connecting the roads between Waters Upton and Hodnet, and between Waters Upton and Child's Ercall and the Railway; Provisions affecting the Great Western, London, and North-Western, West Midland, North Staffordshire, Wellington and Severn Junction, and Nantwich and Market Drayton Railway Companies, and the Shropshire Union Railway and Canal 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 (hereinafter called the Company) for making and maintaining the railways hereinafter mentioned, or some of them, together with all necessary and convenient stations, approaches, bridges, roads, communications, and other works, and to empower the Company to effect the objects hereinafter mentioned, or some of them (that is to say):

To make and maintain a railway (No. 1) commencing in the township of Admaston, parish of Wrockwardine, and county of Salop, by a junction with the existing railway from Shrewsbury to Wellington, at a point one chain or thereabouts westward of the bridge over the said railway at the Admaston station thereon, and terminating at Silverdale, in the parish of Wolstanton, and county of Stafford, by a junction with the Silverdale Branch Railway of the North Staffordshire Railway Company, at or near the weigh-house there, and which intended railway (No. 1) will also form a junction with the authorized line of the Nantwich and Market Drayton Railway, at or near the authorized terminus thereof, in the township of Drayton Magna, parish of Drayton-in-Hales, and county of Salop, and will be made or pass from, in, through, or into the parishes, townships, extra-parochial and other places following, or some of them (that is to say):—Wrockwardine, Admaston, Long Lane, Bratton, Rushmoor, Alscott, Longdon-upon-Tern, High Ercall (otherwise Ercall Magna), Sleep, Tern, Crudgington, Moortown, Rowtown, Cold Hatton, Upton, Hodnet parish or district, Little Bolas, Peplow, Hodnet (township), Woolerton, Losford, Stoke-upon-Tern, Eaton, Ollerton, Stoke, Drayton-in-Hales, Sutton, Drayton Magna, Drayton Parva, Betton, Moreton Say, Longford, Norton-in-Hales, Muckleston, otherwise Muxton (parish), Muckleston (township), Aston, Knighton, Oakley, Winnington, Bearston, Dorrington, Gravenhunger, and Woore, all in the county of Salop; Muckleston, otherwise Muxton (parish), Muckleston (township), Aston, Knighton, Oakley, Winnington, Bearston, Dorrington, Gravenhunger, Woore, Maer, Eccleshall, Chapel Chorlton, Hill Chorlton, Madeley (parish), Madeley (township), Onneley, Keele, and Wolstanton, all in the county of Stafford.

A railway (No. 2) wholly within the township of Madeley, and parish of Madeley, and county of Stafford, commencing by a junction with the intended railway No. 1, at or near an arable field

numbered 846 on the Tithe Apportionment Map, belonging to the Right Honourable Hungerford Lord Crewe, and in the occupation of Mr. George Billington, and which adjoins the road leading from Whitmore to Madeley, and terminating by a junction with the railway of the London and North-Western Railway Company from Stafford to Crewe, at a point twenty chains, or thereabouts, southward of the southern end of the Madeley station thereon.

A railway (No. 3) wholly within the said township of Madeley, parish of Madeley, and county of Stafford, commencing by a junction with the intended railway No. 1 at or near a field numbered 173 on the Tithe Apportionment Map, belonging to the Right Honourable Hungerford Lord Crewe, in the occupation of Mrs. Sarah Wade, and which adjoins the road leading from Madeley to Netherset Hay, and terminating by a junction with the said railway of the London and North-Western Railway Company from Stafford to Crewe, at or near a point four and a-half chains, or thereabouts, southward of the said Madeley station.

A road commencing in the township of Peplow, parish or district of Hodnet, county of Salop, from and out of the turnpike-road leading from Waters Upton to Hodnet, at or near a point on the said turnpike-road about five furlongs on the Hodnet side of Sandyford Bridge, and terminating in the township of Eaton-upon-Tern, parish of Stoke-upon-Tern, and county of Salop, at or near the toll-gate at Eaton-upon-Tern, upon the turnpike-road leading from Waters Upton to Child's Ercall, and there joining that road; together with approaches to and communications with the intended Railway No. 1 at a point about one furlong from the commencement of the said intended road as hereinbefore described, which intended road, approaches, and communications will be made, or pass from, in, through, or into the parishes, townships, extra-parochial and other places following, or some of them (that is to say): Hodnet parish or district, Peplow, Little Bolas, Stoke-upon-Tern, and Eaton-upon-Tern, all in the county of Salop.

To cross, divert, alter, or stop up for the purposes of the intended railways, road, and works, and of the intended Bill, and either temporarily or permanently, any roads, ways, streets, streams, pipes, sewers, canals, navigations, aqueducts, rivers, bridges, railways, tramways, drains, and watercourses within or adjoining the parishes, townships, and extra-parochial and other places aforesaid.

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

To levy tolls, rates, and duties upon or in respect of the intended railways, road, and works, to alter those now authorized to be levied by the other Companies hereinafter mentioned, and to confer exemptions from the payment of such tolls, rates, and duties.

And it is also intended by the said Bill to effect the objects following viz. :—

To empower the Company and all Companies and persons lawfully using or working their railways to run into and over, work and use with their engines and carriages, and for the purposes of their traffic, and upon such terms and conditions as (in default of agreement) shall be determined by the Board of Trade or by arbitration, the Admaston station on the said existing railway between Shrewsbury and Wellington, and the portion of that existing railway between that station and the commencement of the intended Railway No. 1, and also the Madeley station on the said railway of the London and North-Western Railway Company between

Stafford and Crewe, and the portions of that railway between that station and the termination of the intended Railways Nos. 2 and 3, and the approaches, water, engines, sidings, machinery, works, and conveniences connected with the said stations and portions of railway respectively, and to levy tolls, rates, and duties in respect of passengers and traffic conveyed over the before-mentioned portions of railway, and to grant exemptions from and vary the tolls, rates, and duties which the respective Companies owning or working those stations and portions of railway are now authorized to levy thereon or in respect thereof.

To authorize and give effect to contracts and arrangements between the Company on the one part, and the Great Western Railway Company, the London and North-Western Railway Company, the West Midland Railway Company, the North Staffordshire Railway Company, the Wellington and Severn Junction Railway Company, the Nantwich and Market Drayton Railway Company, and the Shropshire Union Railway and Canal Company, or any or either of them, on the other part, for and with reference to the construction, maintenance, working, and using, by any or either of the contracting Companies, of the railways and works of the other or others of them, or any part thereof; and with reference to the regulation, management, and transmission of the traffic thereon, the supply and maintenance of engines, stock, and plant, the fixing, connection, payment, division, appropriation, and distribution of the tolls and other income and profits arising therefrom, and the allowances and payments to be made by any or either of the contracting Companies to the other or others of them.

To vary or extinguish all rights and privileges inconsistent with the objects of the Bill, and to confer other rights and privileges.

To amend or repeal, so far as requisite for the purposes of the said Bill, the provisions, or some of them, of the several Acts of Parliament following, that is to say:—“The Nantwich and Market Drayton Railway Act, 1861,” and the other local and personal Acts following, viz. : 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. 75, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vict., caps. 58, 60, and 130; 12 and 13 Vict., cap. 74; 13 and 14 Vict., cap. 36; 14 Vict., cap. 28; 14 and 15 Vict., cap. 94; 15 Vict., caps. 98 and 105; 16 and 17 Vict., cap. 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 and 131; 22 and 23 Vict., caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vict., caps. 77 and 79; and 24 and 25 Vict., caps. 66, 110, 123, 128, 130, 132, 134, 196, 208, 219, 223, and 234, relating to the London and North-Western Railway Company: 5 and 6 Wm. IV, cap. 107; 6 Wm. IV, caps. 36, 38, 77, 79; 7 Wm. IV, and 1 Vict., caps. 91 and 92; 1 and 2 Vict., caps. 24 and 26; 2 and 3 Vict., cap. 27; 3 and 4 Vict., caps. 47 and 105; 4 and 5 Vict., cap. 41; 5 Vict., session 2, cap. 28; 6 and 7 Vict., cap. 10; 7 and 8 Vict., caps. 3 and 68; 8 and 9 Vict., caps. 40, 53, 155, 156, 184, 188, 190, 191; 9 and 10 Vict., caps. 14, 166, 181, 236, 239, 240, 278, 308, 313, 315, 335, 337, 338, 369, 383, and 402; 10 and 11 Vict., caps. 60, 72, 76, 91, 101, 109, 149, 154, 226, and 242; 11 and 12 Vict., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 13 and 14 Vict.,

caps. 6, 7, 44, 98, 110; 14 and 15 Vict., caps. 22, 48, 52, 53, 74, and 81; 15 and 16 Vict., caps. 9, 125, 133, 140, 145, 147, and 168; 16 and 17 Vict., caps. 121, 153, 175, 204, 209, 210, 212; 17 and 18 Vict., caps. 108, 120, 158, 163, 192, 202, 204, 207, 209, 215, and 222; 18 and 19 Vict., cap. 98; 19 and 20 Vict., caps. 126 and 137; 20 Vict., cap. 1; 20 and 21 Vict., caps. 8, 24, 54, 96, and 158; 21 and 22 Vict., cap. 88; 22 Vict., cap. 13; 22 and 23 Vict., caps. 1, 40, 64, 76, 120, and 134; 23 and 24 Vict., cap. 69; 24 and 25 Vict., caps. 36, 73, 81, 87, 134, 164, 189, 204, 212, and 234, relating to the Great Western Railway Company; 8 and 9 Vict., cap. 184; 9 and 10 Vict., caps. 278 and 303; 10 and 11 Vict., caps. 86 and 177; 11 and 12 Vict., caps. 59 and 133; 13 and 14 Vict., cap. 110; 15 and 16 Vict., cap. 145; 16 and 17 Vict., caps. 178, 179, 184, and 212; 17 and 18 Vict., caps. 207 and 209; 18 and 19 Vict., cap. 181; 19 and 20 Vict., caps. 126 and 137; 20 and 21 Vict., cap. 119; 21 and 22 Vict., caps. 123, 126, and 142; 22 and 23 Vict., caps. 17 and 76; 23 and 24 Vict., cap. 81; and 24 and 25 Vict., caps. 197, 212, 213, and 221, relating to the West Midland Railway Company; 1 Wm. IV, cap. 55; 9 and 10 Vict., cap. 35; 10 and 11 Vict., cap. 108; 11 and 12 Vict., caps. 66 and 83; 13 and 14 Vict., cap. 55; 17 and 18 Vict., cap. 194; 22 and 23 Vict., cap. 126; and 23 and 24 Vict., cap. 42, relating to the North Staffordshire Railway Company; 16 and 17 Vict., cap. 214; and 24 and 25 Vict., cap. 212, relating to the Wellington and Severn Junction Railway Company; 9 and 10 Vict., caps. 322, 323, and 324; 10 and 11 Vict., cap. 121; 17 and 18 Vict., cap. 179; 24 and 25 Vict., cap. 208, relating to the Shropshire Union Railway and Canal Company.

And notice is hereby also given, that plans and sections of the proposed railways, road, and works, with a book of reference to such plans, and a published map with the lines of the proposed railways delineated thereon, and a copy of this notice as published in the London Gazette, will on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Salop, at his office in Shrewsbury, and with the Clerk of the Peace for the county of Stafford, at his office in Stafford; and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said railways, road, 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 said intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 12th day of November, 1861.

S. F. Noyes, 5, Lincoln's-inn-fields, London,
Solicitor for the Bill.

Dartmouth and Torbay Railway Company.

(Extension of Time for completing Works; Further Capital; Arrangements with, and lease to, South Devon Company; Amendment of Acts.)

NOTICE is hereby given, that application will be made to Parliament in the ensuing session for leave to bring in a Bill to alter and

amend the powers and provisions of the "Dartmouth and Torbay Railway Act, 1857," and the "Dartmouth and Torbay Railway Act, 1861," and to effect the several objects and purposes following, or some of them, that is to say:—

To extend the time limited by the said first mentioned Act for the construction and completion of so much of the authorised 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 first mentioned Act with the Clerk of the Peace and parish clerk, numbered 45, in the said parish of Churston Ferrers, up to, and including, the authorised termination of the said authorised 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 authorised terminus of the said railway and the borough of Dartmouth, and for the construction and completion of the other works and conveniences connected with the railway authorised by the first mentioned Act.

To enable the Dartmouth and Torbay Railway Company to raise further money by the creation of new shares with or without a preference or priority in the payment of interest or dividend over any other shares of such Company and by borrowing on mortgage, bond, or otherwise, and to alter and vary the existing rights and priorities, granted with respect to some of the existing shares of the Company, and to make other arrangements with reference to the capital, shares, and debts of such Company, and to confer other rights and privileges in connection therewith.

To authorize the Dartmouth and Torbay Railway Company, and the South Devon Railway Company, to enter into, and carry into effect, any agreements or arrangements for extending the term of, or for altering the conditions of the existing agreement, lease, or working arrangement between those Companies, and to authorize the Dartmouth and Torbay Railway Company to lease or transfer their undertaking, railway, works, lands, property and effects, rights, powers, privileges, and authorities, or any part thereof in perpetuity or otherwise to the South Devon Railway Company, and to authorize the South Devon Railway Company to take such lease or accept such transfer on such terms and conditions and for such rent or other consideration as may have been or may be mutually agreed upon.

To alter and amend (so far as may be necessary for the purposes of the Bill) the powers and provisions of the several Acts relating to the South Devon Railway Company following (that is to say), 7 and 8 Victoria, cap. 68; 9 and 10 Victoria, cap. 402; 10 and 11 Victoria, cap. 242; 14 and 15 Victoria, cap. 53; 17 and 18 Victoria, cap. 122; 20 Victoria, cap. 1; 20 and 21 Victoria, cap. 8; and 23 and 24 Victoria, cap. 10.

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

Dated this 14th day of November, 1861.

J. H. Mackenzie, Temple, London.
Dorington, Ellicombes, and Co., 6, Parliament-street.

London and North Western Railway.
(Additional Powers.)

(New Railways in the West Riding of the county of York, and in the counties of Chester and Stafford; New Works and Additional Lands in those counties and in the counties of Anglesea, Northampton, Flint, Denbigh, Lancaster, Middlesex, and Bucks; Abandonment of portion of Chelford and Knutsford Railway; Arrangements with Cheshire Midland Railway Company as to Station at Knutsford; Discontinuance of Footpaths at Bicester, Preston, and Manchester; Repeal of provisions as to construction of Chester and Holyhead Railway over the River Foryd; Repeal of provisions in Midland Railway (Burton Branches) Act, 1860, as to Railways at Burton; Repeal of provisions as to Footpaths at Salford and Manchester; Working and Traffic Arrangements with Monmouthshire Railway and Canal Company and Taff Vale Railway Company; Arrangements with Great Northern and Manchester, Sheffield, and Lincolnshire Railway Companies as to Lands at Wavertree; Provision as to Sale of superfluous Lands; Provision as to Debenture Stock; Additional Capital; Annuities to and Arrangements with Cannock Mineral Railway Company and Dissolution of that Company; Deviation of Line of South Leicestershire Railway Company; Conversion of Shares or Stock of Stour Valley 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 for the following purposes, or some of them:

To enable the London and North Western Railway Company (hereinafter called "The Company") to construct and maintain (with stations, works, and conveniences connected therewith) a railway, to commence by a junction with the London and North Western Railway, at one hundred and fifty yards, or thereabouts, northward of the point where the said last-mentioned railway passes under the Leeds and Birstal turnpike road, otherwise Gelderd Road, in the township or chapelry of Beeston, and parish of Leeds; and to terminate at or near the Farnley Iron Works, in the township of Farnley, in the said parish of Leeds; 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): Leeds, Beeston, Beeston Royds, Farnley, Wortley, and Lower Wortley, in the West Riding of the county of York:

To authorize the Company to abandon so much of the line of railway from Chelford to Knutsford, authorized by "The London and North Western Railway (Cheshire Lines) Act, 1861," as lies between the turnpike road from Knutsford to Holmes Chapel and the terminus of that railway at Knutsford, and also that portion of the railway authorized by the said Act which is therein described as a short line or spur to connect the said railway with the authorized line of the Cheshire Midland Railway, and to construct in lieu thereof a railway commencing by a junction with the main line of the said railway from Chelford to Knutsford, at or near the said turnpike road leading from Knutsford to Holmes Chapel, and terminating by a junction with the Cheshire Midland Railway, as authorized by "Cheshire Midland Railway Act, 1861," near to and on the north-east side of the House of Correction, the whole of which railway will be in the township and parish of Nether Knutsford, in the county of Chester:

To enable the Company and the Cheshire Midland Railway Company to enter into and carry

into effect contracts and agreements with reference to the construction by the said Companies, or either of them, on the lands now or hereafter belonging to the said Companies, or either of them, of a station or stations at Knutsford for the use of the two Companies jointly, or of each or either of the two Companies separately, and with reference to the management, working, maintenance, and use of the said station or stations, or any of them, and the costs thereof, upon such terms and conditions, and for such rent or other consideration as may be mutually agreed upon between the two Companies, or as may be provided for under the said intended Act, and to confirm any agreement which may have been entered into between the two Companies in relation to the matters aforesaid:

To empower the Company to make and maintain a short line of railway to connect the Stour Valley Railway with the Birmingham Canal, to commence near the west end of the Albion station on that railway, and to terminate near the basins and works now in course of construction by the Company of proprietors of the Birmingham Canal Navigation, at a point adjacent to where the Birmingham Canal is crossed by the Albion towing-path bridge, and on the south-west side of the said canal; and which intended railway will cross the Oldbury and Greetbridge turnpike-road one hundred yards, or thereabouts, to the north-west side of a bridge known as "Page's Bridge," over a branch of the said Birmingham Canal, and ninety yards, or thereabouts, to the south-east of a road leading to the Vulcan Iron Works, and in the occupation of Philip Williams, Esquire; the whole of which railway will be in the township and parish of Westbromwich, in the county of Stafford:

To empower the Company, with the consent of the Commissioners of Her Majesty's Woods, Forests, and Land Revenues, and of the Commissioners for executing the office of Lord High Admiral of Great Britain and Ireland, to construct and maintain along the north-west side of the old harbour of Holyhead, an embankment from a point nearly opposite to the existing goods shed of the Company, to a point near to the north end of the station of the Company at Holyhead, all which embankment will be in the parish of Holyhead, in the county of Anglesea, and to deepen and improve all such parts of the said harbour adjoining the said embankment as may be necessary; and to appropriate to the enlargement of the Company's station, and to other purposes connected with their undertaking, all or any part of the lands which may be reclaimed from the sea by the execution of the said works:

To empower the Company to make a deviation in the existing public road which crosses the north-west end of the station of the Company at Holyhead, from a point near the north end of the said station to a point nearly opposite to and on the east side of the Royal Hotel at Holyhead; the whole of which deviation will be in the parish of Holyhead, and county of Anglesea; and to stop up and discontinue as a public thoroughfare, and appropriate to the purposes of the Company, the site of so much of the existing road as is situate between the points aforesaid; and also to empower the Company to provide an access across their said station at the south end thereof by means of a footbridge, in lieu of any existing means of access across the same:

To empower the Company to make an alteration or deviation within the hundred of Wymersley, and parish of Hardingstone, in the county of Northampton, of the turnpike road known as the

Towcester Cotton-end Road, to commence near the point where the railway of the Company crosses the same road on the level, at the west end of their station at Northampton, and to terminate by a junction with the Northampton and Newport Pagnell turnpike road, near the point at the east end of the said station, where such last-mentioned road crosses the said railway on the level, and to discontinue and abandon as a turnpike road and thoroughfare, and appropriate to the purposes of the Company, so much of the said Towcester and Cotton-end turnpike road as lies between the said level crossing thereof at the west end of the said station, and an occupation road diverging from the said road at the distance of one hundred and five yards, or thereabouts, to the north-east of the said level crossing, and to vest the said new or altered road, as part of their road, in the trustees acting in execution of an Act relating to the said road, passed in the first year of Her present Majesty, chapter forty-five, and to amend the said Act and all other Acts relating to the said road:

To make an alteration or deviation in the line or course of the public streets or highways called respectively High-street and Vale-road, in the township of Rhyl, in the parish of Ruddlan, in the county of Flint, to commence at the point where High-street forms a junction with Shipley-street and Kimmel-street, and to terminate at the point where the road called the Marsh-road unites with Vale-road, and to carry the diverted roads over the Chester and Holyhead Railway by means of a bridge, and to discontinue the existing crossing on the level by the Chester and Holyhead Railway over the said existing streets or highways, or either of them, and to appropriate part of the existing sites of such streets to the purposes of the Company:

To make a deviation or alteration in the line or course of the street or highway in the parish of Abergele, in the county of Denbigh, leading from Abergele to the sea-shore, west of the Abergele station of the Chester and Holyhead Railway, and which is now crossed by that railway on the level; such deviation or alteration to commence near the point where the road from Abergele to Pensarn diverges from the before-mentioned road, and to terminate on the sea-shore, all in the township of Towyn-issa or Towyn-ucha, and parish of Abergele, and to carry the said road over the said railway by a bridge, and to discontinue the existing level crossing thereof, and appropriate the site of the existing road to the purposes of the Company:

To empower the Company to connect, by means of a tram-road, their yards and waggon-works lying on the south side of a public road leading from Saint Helen's to Newton, called Legh-street, with other lands belonging to the said Company on the north side thereof, all in the township of Newton, in Makersfield, and parish of Winwick with Hulme, in the county of Lancaster:

To empower the Company to acquire, by compulsion or agreement, lands and houses for all or any of the purposes aforesaid, and also the lands and houses hereinafter described or referred to, and to alter, vary or extinguish all existing rights and privileges in any way affecting all or any of the said lands and buildings which would impede or interfere with the objects of the said intended Act (that is to say):

Certain lands and houses in the township, borough, and parish of Bradford, in the West Riding of the county of York, situate near the south end of the station of the Leeds, Bradford, and Halifax Junction Railway, and on the south

side of that railway, and between that railway and the Wakefield road:

Certain lands and houses in the township of Rhyl, in the parish of Rhuddlan aforesaid, lying to the north-west of the Rhyl station of the Chester and Holyhead Railway, and adjoining the same, and the said railway, on the south-west and north-west sides thereof:

Certain lands and houses in the township of Great Bolton, and parish and borough of Bolton, in the county of Lancaster, bounded by Great Moor-street, Dawes-street, and land belonging to the Lancashire and Yorkshire Railway Company, and certain other lands, houses, and property in the said township and parish lying to the east of the Company's existing Bolton station, and to the south of the aforesaid lands of the Lancashire and Yorkshire Railway Company, to the north of a lodge or reservoir adjoining the Atherton Coal-yard, and to the west of Dawes-street aforesaid; and to empower the Company, for the purpose of the more convenient occupation of the said improved station, to construct a bridge over or upon the said land of the Lancashire and Yorkshire Railway Company from the existing station of the Company to the land first hereinbefore described, and to lay rails thereon:

Certain lands and houses in the township of Salford, in the parish of Manchester, in the county of Lancaster, on the westerly side of Russell-place, and lying between the Company's Ordsal Lane Station and Russell-place aforesaid; and also certain other lands, houses, and buildings, in the said township and parish, to the south of Russell-place and of the said station, to the north of Fleet-street, and to the east of the Company's land, and of a rope-walk adjoining thereto, in the occupation of Joshua Kitson, including a portion of the said rope-walk, and on the east by other lands in the occupation of the said Joshua Kitson; and certain other lands and houses in the said township, borough, and parish, on the south-east side of the Company's railway lying between Greengate, the railway of the Company, the River Irwell, and certain property belonging to the mayor, aldermen, and citizens of the city of Manchester, being the site of an intended new street, and formerly known as Starrylurst:

Certain land and houses, being part of certain lands known as Wormwood, otherwise Wormholt Scrubbs, in the parish of Hammersmith, in the county of Middlesex, abutting upon, and lying on the south-west side of that portion of the West London Extension Railway, which lies between the North Pole Bridge on that railway and the Great Western Railway:

Certain lands and houses in the hundred of Wymerley and parish of Hardington, in the county of Northampton, near to, and westward of the station of the Company at Northampton, lying on the south side of, and adjoining the Company's Railway, and between that railway and the road which extends from the turnpike-road from Towcester to Cotton-end, to an occupation-road, crossing the said railway on the level thereof:

To stop up and discontinue as a public thoroughfare the footpath crossing on the level the Company's station at Bicester, in the township of Market-end, in the parish of Bicester, in the county of Oxford, between the high road from Aylesbury to Bicester and Water-lane, in the same parish and county:

To empower the Company to stop up and discontinue as a public thoroughfare so much of the public footpath in the township, parish, and borough of Preston, in the county of Lancaster, leading from Dock-street to Fleet-street, as crosses

on the level the railway sidings and station at Preston, belonging to the Company and the Lancashire and Yorkshire Railway Company jointly, and the land and premises of the Company of the Proprietors of the Lancashire Canal Navigation, and of the Lancaster and Preston Junction Railway Company:

To empower the Company to stop up and discontinue as thoroughfares, all existing footpaths through their station at Buckingham, and to lay out in the line defined upon the plans which will be deposited with the Clerk of the Peace for the county of Buckingham, as hereinafter mentioned, and upon certain lands shown upon those plans, and described in the book of reference thereto, consisting of lands lying between the public highway leading from Prebend End to Steeple Claydon and the said station, and of lands belonging to the Company, and of a private road of the Duke of Buckingham, communicating with the said station, on the easternly side thereof, a footpath in lieu of those so proposed to be discontinued; and to empower the Company to acquire by compulsion or agreement, such interest in the aforesaid lands as may be necessary for such purpose:

To repeal the fifth and sixth sections of "The London and North Western Railway (Additional Works) Act, 1858," relating to the construction by the Company of certain works within the boroughs of Manchester and Salford, and to empower the Company to stop up and discontinue as a thoroughfare, the footpath in the said section mentioned, in lieu of which such works were directed to be made:

To repeal so much of the Act of the 7th Victoria, chapter 65, authorizing the construction of the Chester and Holyhead Railway, as requires that the bridge for carrying that railway over the river Forth shall be a drawbridge, and as prescribes the depth of water to be maintained in the said river, or any part thereof:

To repeal so much of "The Midland Railway (Burton Branches) Act, 1860," as prohibits the use across the roads referred to in section 34 of that Act of the railways in that Act described as "Connection Railway No. 1," and "Connection Railway No. 2," with engines or carriages drawn or propelled by steam or atmospheric agency, or drawn by ropes in connection with stationary engines, or otherwise than by ordinary animal traction, and to authorize such use:

To empower the Company on the one hand, and the Monmouthshire Railway and Canal Company, and the Taff Vale Railway Company respectively on the other hand, to enter into, and carry into effect, arrangements and agreements with reference to the use by the Company of the undertaking, or any part thereof, of the other of the said Companies parties to such arrangement or agreement, and with reference to the transmission of traffic upon and over the railways, or any parts thereof, of the Companies parties thereto, and to the interchange of traffic between their respective railways, and the fixing and ascertaining, and division and apportionment, between such respective Companies, of the tolls, rates, and charges arising from such traffic, and to confirm any agreement already made between the respective Companies in relation to any of the matters aforesaid:

And to empower the Company on the one hand, and the Great Northern Railway Company, and the Manchester, Sheffield, and Lincolnshire Railway Company, jointly, or either of the last-named Companies separately, on the other hand, to enter into and carry with effect contracts and agreements for the purchase, sale, or exchange of lands belong-

ing to those Companies respectively, or any of them, situate in the township of Wavertree, and parish of Childwall, in the county of Lancaster, and near the Company's railway at Edge Hill, in the said township:

To extend the time, and to 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 the said intended Act will amend the provisions of the Acts relating to the Company hereafter referred to, or some of them, authorizing the Company to create debenture stock; and will give further powers and remedies for the recovery of the interest or dividends payable on such stock:

And the said intended Act will provide for the payment of annuities to the holders of shares in the Cannock Mineral Railway Company, in lieu of the annual sums now payable by the Company to the Cannock Mineral Railway Company, or for enabling the Company to distribute such annual sums rateably amongst the shareholders in the said Company instead of paying the same to the said Company in gross; and to enable the Company to keep a register of shareholders or annuitants, and other books relating to the Cannock Mineral Railway Company; and, if need be, the said intended Act will dissolve the Cannock Mineral Railway Company.

And by the intended Act the following general powers, or some of them, will be conferred on the Company:

To cross, stop up, alter, or divert, whether temporarily or permanently, all turnpike and other roads, streets, highways, bridges, footpaths, ways and rights of way, railways, tramways, navigations, towing-paths, aqueducts, canals, reservoirs, rivers, streams, brooks, pipes, sewers, drains, waters and watercourses within or near to the aforesaid parishes, townships, and places which it may be necessary to cross, stop up, alter, or divert for the purposes of the intended Act:

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

To apply their corporate funds, and, if necessary, to raise additional capital by the creation of new shares or stock, and by borrowing, or by either of those means, for all or any of the purposes of the said Act:

And it is also proposed by the said intended Act to enable the South Leicestershire Railway Company to make and maintain a deviation railway commencing in the parish of Croft, in the county of Leicester, by a junction with the authorized line of the Company, in a field belonging to the Reverend Robert Thomas Admitt, being No. 31, in the said parish of Croft, on the plans deposited with the Clerk of the Peace for the county of Leicester, for the purposes of "The Nuneaton and Hinckley Railway Extension Act, 1860," and terminating in the parish of Narborough, in the said county, by a junction with the authorized line of the Company, in a field reputed to belong to Mary Grosvenor Young and others, being No. 67, in the said parish of Narborough, on the said plans, which said deviation railway and works will be situate in the parishes, townships, and extra-parochial and other places following (that is to say): Croft, Littlethorpe, Cosby, and Narborough, in the said county, and to relinquish so much of the railway and works authorized by "The Nuneaton and Hinckley Railway Extension Act, 1860," as lies between the aforesaid termini of the deviation railway, and

is rendered unnecessary thereby; and to cross, stop up, alter, or divert, either temporarily or permanently, any turnpike and other roads, streets, highways, bridges, footpaths, ways and rights of way, railways, tramways, navigations, towing-paths, canals, aqueducts, rivers, streams, pipes, sewers, drains, and watercourses, within or near the parishes and places aforesaid, which it may be necessary to cross, stop up, alter, or divert, for the purposes of the said deviation railway and works, and to purchase, by compulsion and agreement, lands, houses, and hereditaments for the purposes of the said deviation railway and works, and other the purposes of the proposed Bill, and to vary, repeal, or extinguish all existing rights and privileges in any manner connected with the lands, houses, hereditaments, roads, ways, and rights of way, streams, sewers, or drains, which may be taken or interfered with for the purposes of the said Bill, or which would interfere with the execution of those purposes; and to levy tolls, rates, and duties, upon, or in respect of, the said deviation railway of the said South Leicestershire Railway Company and works. To apply for the purposes of the proposed deviation any funds which the Company have already raised or are now authorized to raise:

And the said intended Act will extend to the said deviation in the line of the South Leicestershire Railway Company, all existing contracts between that Company and the London and North-Western and Midland Railway Companies, or either of them, with reference to the maintenance, working, and use by the London and North-Western and Midland Railway Companies, or either of them, of the proposed railway of the South Leicestershire Railway Company, and the works, and the stations, sidings, works, and conveniences, connected therewith, respectively; the management, booking, collection, transmission, and delivery of the traffic of such railway; the supply and maintenance of stock and plant, officers and servants; the fixing, collection, division, apportionment, and appropriation, of the tolls and other income arising therefrom, and the tolls or other sums payable and allowances to be made by each or any one or more of the contracting Companies to the other or others of them, and the application thereof:

And the said intended Act will empower the Company, and the respective holders of shares and stock in the capital of the Stour Valley Railway Company, to agree for the conversion of such shares or stock into ordinary stock of the Company, upon such terms as may be mutually agreed upon, and will empower the Company to create additional stock for the purpose:

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; 9 Vict., cap. 67; 9 and 10 Vict., caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vict., caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vict., caps. 58, 60, and 130; 12 and 13 Vict., cap. 74; 13 and 14 Vict., cap. 36; 14 Vict., cap. 28; 14 and 15 Vict., cap. 94; 15 Vict., caps. 98 and 105; 16 and 17 Vict., caps. 97, 110, 157, 160,

161, 205, 216, and 222; 17 and 18 Vict., caps. 201 and 204; 18 and 19 Vict., caps. 172 and 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 and 131; 22 and 23 Vict., caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vict., caps. 77 and 79; and 24 and 25 Vict., caps. 66, 110, 123, 128, 130, 208, and 223; and also of the following Acts, or one of them, relating to the Cheshire Midland Railway Company (that is to say): 23 and 24 Vict., cap. 90; and 24 and 25 Vic., cap. 113; and also of the following Acts, or one of them, relating to the South Leicestershire Railway Company (that is to say): 22 and 23 Vic., cap. 104; and 23 and 24 Vic., cap. 91:

And also the following Acts, or one of them (that is to say); 32 Geo. III., cap. 102; 37 Geo. III., cap. 100; and local and personal, 42 Geo. III., cap. 115, relating to the Monmouthshire Canal Navigation; "The Newport and Pontypool Railway Act, 1845;" "The Newport and Pontypool Railway Acts Amendment Act, 1848;" "The Monmouthshire Railway and Canal Act, 1852;" "The Monmouthshire Railway and Canal Act, 1853;" "The Monmouthshire Railway and Canal Act, 1855," and "The Monmouthshire Railway and Canal (Works) Act, 1861;" and the following Acts, or one of them, relating to the Taff Vale Railway Company (that is to say); the Acts (local) 6th Wm. IV., cap. 82; 1 Vic., cap. 70; 3 and 4 Vic., cap. 110; 7 and 8 Vic., cap. 84; 8 and 9 Vic., cap. 159; 9 and 10 Vic., cap. 393; 11th and 12th Vic., cap. 23; 12th and 13th Vic., cap. 61; and 20th and 21st Vic., cap. 153; and 24th and 25th Vic., cap. 51.

And notice is hereby also given, that on or before the thirtieth day of November instant, a published map, with plans and sections relating to the objects of the proposed Act, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited as follows (that is to say): as regards the railway and lands in the West Riding of the county of York, with the Clerk of the Peace for the said West Riding, at his office in Wakefield; as regards the railway and lands in the county of Chester, with the Clerk of the Peace for the county of Chester, at his office in Chester; as regards the railway and lands in the county of Stafford, with the Clerk of the Peace for the county of Stafford, at his office in Stafford; as regards the works and lands in the county of Anglesea, with the Clerk of the Peace for the county of Anglesea, at his office in Beaumaris; as regards the works and lands in the county of Northampton, with the Clerk of the Peace for the county of Northampton, at his office in Northampton; as regards the works and lands in the county of Flint, with the Clerk of the Peace for the county of Flint, at his office in Mold; as regards the works and lands in the county of Denbigh, with the Clerk of the Peace for the county of Denbigh, at his office in Ruthin; as regards the works and lands in the county of Lancaster, with the Clerk of the Peace for the county of Lancaster, at his office in Preston; as regards the additional lands in the county of Middlesex, with the Clerk of the Peace for the county of Middlesex, at his office in Clerkenwell; as regards the works and lands in the county of Bucks, with the Clerk of the Peace for the county of Bucks, at his office in Aylesbury; and as regards the railway and lands in the county of Leicester, with the Clerk of the Peace for the county of Leicester, at his office in Leicester: and that copies of so much of the said plans, sections, and book of

reference as relates to the several parishes and extra-parochial places in or through which the said intended works are proposed to be made, or lands are situate, together with a copy of this notice as published in the London Gazette, will, on or before the said thirtieth day of November, be deposited as follows: videlicet, in the case of parishes not mentioned in either of the Schedules to the Act 18th and 19th Vic., cap. 120, with the clerks of such parishes respectively, at their respective places of abode; and in the case of any such parish mentioned in Schedule (A) to that Act, with the clerk of the vestry of such parish, at his place of abode; and in the case of any parish mentioned in Schedule (B) to that Act, with the clerk of the district board, at his place 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 twenty-third day of December in the present year.

Dated the 12th day of November, 1861.

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

Brecon and Merthyr Tydfil Junction Railway Company.

(New Lines and Deviations; Arrangements and Contributions with and by and provisions affecting other Companies; Further Capital and Borrowing Powers; Further Powers and Objects; 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, or some part or parts thereof (that is to say):—

To empower the Brecon and Merthyr Tydfil Junction Railway Company (hereinafter called "The Company") to make and maintain the railways and works hereinafter mentioned, or some of them, together with stations, sidings, and other works and conveniences connected therewith, viz.:—

A railway (No. 1) commencing from the authorized line of the Brecon and Merthyr Tydfil Junction Railway, in the parish of Llanddettty, in the county of Brecon, at or near the point denoting ten miles and six furlongs on the deposited Parliamentary plans of the railway firstly described in "The Brecon and Merthyr Junction Railway Act, 1859," and terminating in the parish of Merthyr Tydfil, in the county of Glamorgan, by a junction with the Taff Vale Railway at or near a point on the said Taff Vale Railway six furlongs or thereabouts south of the Merthyr Tydfil terminus of that railway, which intended Railway No. 1 will be made or pass from, in, through, or into the parishes and places following, or some or one of them (that is to say): Llanddettty, Vaynor, and Penderyn, in the county of Brecon, and Merthyr Tydfil, in the county of Glamorgan.

A railway (No. 2) commencing on the authorized line of the Brecon and Merthyr Tydfil Junction Railway, in the said parish of Llanddettty, at or near a point denoting nine miles and four furlongs on the same deposited Parliamentary plans referred to in "The Brecon and Merthyr Junction Railway Act, 1859," and terminating in the parish of Merthyr Tydfil, in the county of Glamorgan, by a junction with the Taff Vale Railway at or near a point on the said Taff Vale Railway

six furlongs or thereabouts south of the Merthyr Tydfil terminus of that railway, which intended Railway No. 2, will be made or pass from, in, through, or into the parishes and places following, or some or one of them (that is to say): Llanddettty, Vaynor, and Penderyn, in the county of Brecon, and Merthyr Tydfil, in the county of Glamorgan.

A railway (No. 3) wholly within the said parish of Merthyr Tydfil, in the county of Glamorgan, commencing by a junction with the said intended railway firstly hereinbefore described, in or near a field or inclosure numbered 1443 on the tithe commutation map of the said parish of Merthyr Tydfil, and terminating by a junction with the Taff Vale Railway in or near the station yard forming the Merthyr Tydfil terminus thereof.

A deviation railway (No. 4) wholly within the said parish of Merthyr Tydfil, commencing from the authorized line of the Brecon and Merthyr Tydfil Junction Railway in that parish, at or near the point denoting twelve miles and one furlong on the said deposited plans of the railway first described in the said Brecon and Merthyr Junction Railway Act, 1859, and terminating in and by a junction with the line of the same Company, being the railway firstly described in "The Brecon and Merthyr Railway Extensions Act, 1861," in the same parish, at or near the point denoting one mile and four furlongs on the deposited Parliamentary plans of that railway, referred to in the last-mentioned Act.

A deviation railway (No. 5) wholly within the parish of Gelligaer, in the said county of Glamorgan, commencing from the same authorized line in that parish, at or near a point on the centre line of the railway secondly described in the said last-mentioned Act, as shown on the deposited plans referred to in such Act, which point is half a furlong from the commencement of the said railway secondly described in such Act, and terminating in and by a junction with the same authorized line at or near the point on the same centre line denoting one mile and four furlongs from the commencement thereof.

A deviation railway (No. 6) also wholly within the said parish of Gelligaer, commencing from the same authorized line of railway secondly described in the said last-mentioned Act in that parish, at or near a point shown on the same deposited plans, on the centre line of such railway, and denoting one mile and five furlongs from the commencement thereof, and terminating in and by a junction with the same authorized line at or near the point shown on the same deposited plans, on the centre line of such railway, and denoting four miles and five furlongs from the commencement thereof.

A railway (No. 7) commencing at the commencement of the intended Railway No. 5 as hereinbefore described, in the parish of Gelligaer, in the county of Glamorgan, and terminating in the parish of Llangynider, in the county of Brecon, in a field numbered 136 in that parish on the deposited Parliamentary plans referred to in "The Merthyr, Tredegar, and Abergavenny Railway Act, 1859," which said intended Railway No. 7 will be made or pass from, in, through, or into the parishes and places following, or some of them (that is to say): Gelligaer, in the said county of Glamorgan, and Llangynider, in the county of Brecon.

A railway (No. 8) wholly in the parish of Llangynider, in the county of Brecon, commencing by a junction with the intended Railway No. 7 at the intended termination thereof as hereinbefore described, and terminating by a junction with the authorized extension of the Sirhowy

Railway at or near the terminus of such extension railway in the said parish of Llangynider.

A railway (No. 9) commencing in the parish of Llanfihangel Talyllyn, in the county of Brecon, at or near the authorized terminus of the authorized line of the Company referred to in "The Brecon and Merthyr Railway (Extensions) Act, 1860," as Railway No. 1, and there forming a junction with that authorized line, and terminating in the parish of Glasbury, in the county of Brecon, by a junction with the authorized line of the Hereford, Hay, and Brecon Railway, at or near the point where that authorized line would intersect a line drawn due east from the east end of Glasbury Church, which intended Railway No. 9 will be made or pass from, in, through, or into the parishes and places following, or some of them, viz.: Llanfihangel Talyllyn, Llangasty Talyllyn, Llangorse, Llandefaelog fre graig, Llanfilo, Talgarth, Trewalter, Trefinon, Trefecca, Brynlllys, Aberllyfni, Pipton, and Glasbury, all in the county of Brecon.

To stop up, alter, or divert, all roads, streets, railways, tramways, canals, aqueducts, streams, rivers, bridges, sewers, drains, ways, and water-courses within or adjoining to the aforesaid parishes and places, or any of them which it may be necessary or desirable to stop up, alter, or divert, for the purposes of any of the intended works aforesaid.

To purchase by compulsion and by agreement, lands, buildings, and hereditaments, for the purposes of the intended works and of the said Bill.

To levy tolls, rates, and charges, upon or in respect of the said intended railways and works; to alter the tolls which the Company and the other Companies herein named are authorized to take on their lines, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and charges.

To apply to the purposes of the proposed railways and works, any part of the funds which the Company are now authorized to raise, and may not require for the purposes of their undertaking as authorized by the Bill.

To authorize the Company to abandon and relinquish the construction of their authorized line of railway (as authorized by the Brecon and Merthyr Tydfil Junction Railway Act, 1859) from the commencement of the intended Deviation Railway, No. 4, as hereinbefore described, up to and including the termination of that authorized line where it was intended to join the Dowlais Railway in the said parish of Merthyr Tydfil, and also to abandon and relinquish the construction of their extension railways authorized by the Brecon and Merthyr Railway (Extensions) Act, 1861, between the commencement and termination of the intended Deviation Railway No. 4, and between the commencement and termination of the intended Deviation Railway No. 5, and between the commencement and termination of the intended Deviation Railway No. 6.

To authorize and give effect to contracts and arrangements between the Taff Vale Railway Company, the Sirhowy Railway Company, and the Merthyr, Tredegar, and Abergavenny Railway Company, and any Company which may be authorized by Parliament to take a lease of, or to work over and use the Merthyr, Tredegar, and Abergavenny Railway severally, or all, or any two of them jointly, and the Company for or with reference to the construction, maintenance, working, and using by any or either of the contracting Companies of all or any of the existing authorized or future railways, stations and works, of

any other or others of them, the management, protection, and transmission of the traffic thereon, the fixing, collection, appropriation, and distribution of the tolls, income, and profits therefrom, the payment, contributions, and allowances to be made by any or either of the contracting Companies to the other or others of them, and all incidental or accessory objects and matters.

To empower the Taff Vale Railway Company to the extent of £30,000, to subscribe to and take shares in the undertaking and capital of the Company as altered by the Bill, or any part thereof, and to authorise the application to the undertaking of the Company as altered by the Bill, or any specified portion thereof, of the powers of subscription and raising money to the extent of £30,000, given to the Taff Vale Railway Company by the Brecon and Merthyr Railway (Extensions) Act, 1860, and to which subscription and application, and the raising of money for the purposes thereof, the Taff Vale Railway Company has consented at a special meeting of the proprietors of ordinary shares in that Company.

To empower the Taff Vale Railway Company for the purposes of such subscription, and to empower the Company for the purposes of the intended Bill, and for the purposes of their existing undertaking to raise money by the creation of new shares or stock in their respective undertakings, with or without preference or priority in payment of interest or dividend, or other special privileges, and either as part of their general capital, or as separate capitals, and by borrowing on mortgage or otherwise, and with power to constitute all or any of the intended railways a separate undertaking for financial purposes, and with or without provision for subsequently uniting, merging, and charging any such separate undertaking, capital, and debt, with, in, or upon the general undertaking, capital, and debt of the Company, executing or creating the same.

To repeal or amend the provisions of the several Acts of Parliament following, or some of them (that is to say), "The Brecon and Merthyr Junction Railway Act, 1859;" "The Brecon and Merthyr Railway (Extensions) Act, 1860;" "The Brecon and Merthyr Railway (Extensions) Act, 1861;" (and especially to repeal or amend the sixth section of that Act); "The Brecon and Merthyr Railway (Capital) Act, 1861;" "The Merthyr Tredegar and Abergavenny Railway Act, 1859;" "The Sirhowy Railway Act, 1860;" and the Local and Personal Acts, 6 and 7 William IV, chapter 82; 7 William IV and 1 Victoria, chapter 70; 3 and 4 Victoria, chapter 110; 7 and 8 Victoria, chapter 84; 8 and 9 Victoria, chapter 159; 9 and 10 Victoria, chapter 393; 11 and 12 Victoria, chapter 23; 12 and 13 Victoria, chapter 61; 20 and 21 Victoria, chapter 153; relating to the Taff Vale Railway Company; and to enlarge and amend the powers of contracting with individuals, given by "The Brecon and Merthyr Railway (Extensions) Act, 1860;" and to extend the same to all the existing authorised, and intended railways and works of the Company, and the traffic thereon, and to the powers of the Company over other lines.

And notice is hereby further given, that on or before the 30th day of November, 1861, plans and sections of the intended railways and works, together with a book of reference to such plans, a published map with the lines of the intended railways delineated thereon, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, in that county; and 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, a copy of so much of the said plans, sections, and book of reference, as relates to each parish and extra-parochial place, from, in, through, or into, which the said railways and works will be made, together with a copy of this notice as published in the London Gazette will be deposited for public inspection in the case of each such parish with the parish clerk thereof at his residence; and in the case of each such extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence; and that on or before the 23rd day of December next, printed copies of the intended Bill will be deposited at the Private Bill Office of the House of Commons.

Dated this 13th day of November, 1861.

J. B. Cobb, Brecon, Solicitor for the said Bill.

Swansea, Neath, and Brecon Junction Railway.

(Railways from the Vale of Neath Railway to Brecon; Powers to the Vale of Neath and Hereford, Hay, and Brecon Railway Companies; Amendment of Acts.)

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

To make and maintain a railway, with all proper stations, works, and conveniences connected therewith, commencing by a junction with the siding at the rear of the passenger platform at the Glyn Neath station of the Vale of Neath Railway in the hamlet of Blaengwrach, in the parish of Glynorwg, in the county of Glamorgan, thence passing from, through, or into the parishes and places following, or some of them, viz., Glynorwg, Blaengwrach, Neath-Higher, and Cadoxton-juxta-Neath, in the county of Glamorgan, Ystradfellty, Great Forest of Brecon, Devynock, Senny, Glyn, Llanspyddy, Penpont, Saint David's, and Saint John the Evangelist, in the county of Brecon, and terminating in the last-mentioned parish near to the town of Brecon, by a junction with the authorised line of the Hereford, Hay, and Brecon Railway, at the commencement thereof, in a field called the Park, nearly adjacent to the Furnace tollgate.

And a railway, with all proper stations, works, and conveniences connected therewith, commencing by a junction with the Vale of Neath Railway at a point thereon at or near the distance post indicating thirteen miles from Neath, in the parish of Penderyn, thence passing from, through, or into the parishes and places of Penderyn and Ystradfellty, and terminating by a junction with the intended railway before described, at a point thereon, near to the eastern side of the farmstead of Cwmporth, in the said parish of Ystradfellty, all in the county of Brecon.

To cross, stop up, use, alter, and divert all such roads, streets, paths, passages, rivers, canals, streams, navigations, sewers, telegraph apparatus, railways and tramways, as may be necessary in making the said railways.

To purchase, by compulsion or otherwise, all such lands, houses, and other property as may be required in the construction of the said railways, or any of the works connected therewith, and to vary and extinguish all existing rights or privileges, in any manner connected with such lands, houses, and other property, and all such other rights or privileges as it may be necessary to vary or extinguish in carrying into execution any of the purposes of the said Bill.

To levy tolls, rates, and charges in respect of the said intended railways and works; to vary existing tolls, rates, and charges; to confer certain exemptions from such tolls, rates, and charges, and to confer other rights and privileges.

The Bill will incorporate a Company for the purposes aforesaid, and will authorise such Company and the Vale of Neath Railway Company, and the Hereford, Hay, and Brecon Railway Company, jointly or severally, to make and maintain the said intended railways and works, and will vest in them, either jointly or severally, the aforesaid powers; it will also enable them, or either of them, jointly or severally, to supply the funds for the construction of the said intended railways and works, and for the purchase of lands 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 authorised to raise; and the Bill will authorise them, or either of them, to raise capital for the same purposes by shares or stock, and by borrowing, and to attach to such shares or stock any preference or priority of dividend, or other advantages 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; and prescribe the number of directors to be appointed by each or them.

The Bill will enable the Company to be thereby incorporated, and the Vale of Neath Railway Company, and the Hereford, Hay, and Brecon Railway Company, or any two of them, from time to time to enter into and fulfil contracts and agreements for and with respect to the construction, working, management, maintenance, and use of the said intended railways and works, or any part or parts thereof respectively, and the supply of rolling stock and plant; and with respect to the receipt and apportionment of the tolls and other revenue arising from the traffic of the said railways; also with respect to the conveyance of passenger and other traffic coming from or destined for the said intended railways, and the division and appropriation of the tolls and charges arising from such traffic; and also with respect to the appointment of joint committees for carrying any such contract or agreement into effect, and raising the funds required for that purpose; and the Bill will confirm any such contract or agreement as may have been or as may, prior to the passing of the Bill, be made, or it will provide for the aforesaid several matters, and define the rights and obligations of the respective Companies in reference thereto.

The Bill will also vary, extend, and enlarge the provisions of the following Acts (local and personal)—viz.: 9th and 10th Vict., cap. 341; 10th and 11th Vict., cap. 74; 11th and 12th Vict., cap. 27; 15th and 16th Vict., cap. 16; 18th and 19th Vict., cap. 25; 22nd and 23rd Vict., cap. 22; and 24th and 25th Vict., cap. 242, relating to the Vale of Neath Railway Company; 22nd and 23rd Vict., cap. 84; 23rd and 24th Vict., caps. 127 and 179, relating to the Hereford, Hay, and Brecon Railway Company,

Duplicate plans and sections, describing the lines, situation, and levels of the proposed railways and works, and the lands, houses, and other property proposed to be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the owners, lessees, and occupiers of such lands, houses, and other property, and 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, as published in the London Gazette, will, on or before the 30th day of November, 1861, be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office, at Cardiff; and also with the Clerk of the Peace for the county of Brecon, at his office, at Brecon; and on or before the said 30th day of November, 1861, a copy of so much of the said plans, sections, and book of reference as relates to each of the aforesaid parishes, will, together 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 the adjoining parish, at his residence.

Copies of the proposed Bill will be deposited at the Private Bill Office of the House of Commons on or before the 23rd day of December, 1861.

Dated this 13th day of November, 1861.

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

London, Brighton, and South Coast Railway
Company.
(New Lines.)

(Railways to Lower Norwood and Brixton; Extension from Newhaven to Seaford; Further Capital; Working and other Arrangements with London and North Western, Great Western, South Western, West London Extension, London, Chatham, and Dover, and South Eastern Railway Companies; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to empower the London, Brighton, and South Coast Railway Company to make and maintain the railways, or some of them, hereinafter described, together with all proper and convenient approaches, stations, sidings, and other works and conveniences connected therewith respectively, that is to say—

1st. A railway (No. 1) commencing in the parish of Saint Paul, Deptford, in the county of Surrey, by a junction with the main line of the London, Brighton, and South Coast Railway, at or near to a certain bridge which carries that railway over the Grand Surrey Canal, and terminating in the parish of Saint Mary, Lambeth, in the county of Surrey, by a junction with the West-end of London and Crystal Palace Railway, at or near to the eastern end of a viaduct carrying that railway over the High-street at Lower Norwood.

2nd. A railway (No. 2) wholly in the parish of Saint Paul, Deptford, in the county of Surrey, commencing by a junction with the main line of the London, Brighton, and South Coast Railway, at or near a point about four hundred yards from the centre of the bridge which carries that railway over the Grand Surrey Canal, on the northern side of such bridge, and terminating by a junction with the intended railway (No. 1) at or near a point 176 yards, or thereabouts, north-eastward of the junction of White-post-lane with the Old Kent-road.

3rd. A railway (No. 3) wholly in the parish of Saint Paul, Deptford, in the county of Surrey, commencing by a junction with the branch to Deptford of the London, Brighton, and South Coast Railway, at or near to the bridge carrying that branch railway under the main line of the London, Brighton, and South Coast Railway, and terminating by a junction with the intended railway (No. 2) at or near a point 286 yards, or thereabouts, north-eastward of the junction of White-post-lane with the Old Kent-road.

4th. A railway (No. 4) commencing in the parish of Saint Giles, Camberwell, in the county of Surrey, by a junction with the intended railway (No. 1) on the southern side of the Queen's-road, at or near the point where the Bath-road joins the Queen's-road, and terminating in the parish of Saint Mary, Lambeth, in the county of Surrey, by a junction with the railway authorized by the London, Chatham, and Dover Railway (Metropolitan Extension Act), 1860, and therein designated the West-end Section, at a point on the east side of Barrington-road, about 75 yards north of its junction with Cold-harbour-lane.

5th. A railway (No. 5) wholly in the parish of Saint Mary, Lambeth, in the county of Surrey, commencing by a junction with the intended railway (No. 4) in a field on the south side of a certain new road, called Vaughan-road, or Avenue-road, which field belongs to James Lewis Minet, and is in the occupation of Frank Charles Hills, or his under tenant, John Goldie Smith Meller, and terminating by a junction with the railway authorized by the London, Chatham, and Dover (Metropolitan Extension) Act, 1860, and therein designated "the City Section," in a field now or lately belonging to the Archbishop of Canterbury, and Sir Richard Clayton Price, or one of them, and in the occupation of Philip Urlwin and the London, Chatham, and Dover Railway Company, or one of them, and on the west side of and adjoining Poplar-walk.

6th. A railway (No. 6) commencing in the parish of Saint Giles, Camberwell, in the county of Surrey, by a junction with the intended railway (No. 1) at or near a point distant 500 yards or thereabouts, from the Paxton Arms Inn, measured northward along the public highway leading from Gipsy-hill to Dulwich, and terminating in the parish of Saint Mary, Lambeth, in the county of Surrey, by a junction with the West-end of London and Crystal Palace Railway, at or near a point about 277 yards to the eastward of the bridge carrying that railway over the Salter's-hill-road, which said several intended railways hereinbefore described, and the works connected therewith, will be made or pass, from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them; that is to say: Saint Paul, Deptford, Camberwell, Saint Giles, Camberwell, Lambeth, St. Mary, Lambeth, Dulwich, Norwood, Peckham, and Penge, all in the county of Surrey.

7th. A railway (No. 7) commencing in the parish of Meeching, otherwise Newhaven, in the county of Sussex, by a junction with the Newhaven branch of the London, Brighton, and South Coast Railway, at or near the platform of the Newhaven Wharf Station, and terminating in the parish of Seaford, in the same county, at a point adjoining a road leading from Seaford to East Blatchington, and 80 yards, or thereabouts, west of the parish church of Seaford, which said intended railway (No. 7), and works connected therewith, will be made in, or pass from, through, or into the parishes and extra-parochial and other places following, or some of them; that is to say: Meeching, otherwise Newhaven, Bishopstone, Blatchington, otherwise East Blatchington, and Seaford, all in the county of Sussex.

And it is intended by the said Bill to confer upon the London, Brighton, and South Coast Railway Company all necessary powers for effecting the purposes following; that is to say:

To cross, stop up, alter, or divert, either temporarily or permanently, any turnpike or other roads, highways, footpaths, streets, railways, tramways, canals, aqueducts, tunnels, streams

rivers, bridges, sewers, drains, pipes, ways, and watercourses within or adjoining to the aforesaid parishes, townships, and extra-parochial and other places, or any of them, which it may be necessary to cross, stop up, alter, or divert for the purposes of any of the intended railways or works aforesaid.

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

To levy tolls, rates, and duties upon or in respect of the said intended railways and works, to alter the tolls which the London, Brighton, and South Coast Railway Company are authorized to take on their authorized lines, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties.

To apply to the purposes of the proposed railways, and works any part of the funds which the London, Brighton, and South Coast Railway Company are now authorized to raise, and which may not be required for the purposes of their now authorized undertaking; and to raise further money for the purposes of the proposed railways and works, by borrowing on mortgage, bond, or by debenture stock, or otherwise, and by the creation of new shares or stock in the Company, and (if the Company think fit) to attach to all or any of such new shares or stock a preference or priority of interest or dividend, and other special rights, privileges, or restrictions.

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

And it is intended to authorize and give effect to contracts, agreements, and arrangements between the London, Brighton, and South Coast Railway Company (hereinafter called "the Company") on the one hand, and the North Western Railway Company, the Great Western Railway Company, the South-Western Railway Company, the West London Extension Railway Company, the London, Chatham, and Dover Railway Company, and the South-Eastern Railway Company (hereinafter called "the six Companies"), or any one or more of such six Companies, on the other hand, for or with reference to the maintenance, working, and using, by any or either of the contracting Companies of the existing, authorized, or intended railways and works of the other or others of them, or of any part or parts thereof; to the regulation, management, interchange, forwarding, and transmission of the traffic thereon; the supply of engines, stock, and plant; the fixing, taking, collecting, payment, division, appropriation, and distribution of the tolls, income, and profits arising therefrom; and the employment of officers and servants, and other matters incidental thereto respectively.

And it is intended, so far as may be necessary or desirable for any of the purposes of the said Bill, or otherwise, to amend the provisions of the several Acts of Parliament following, or some of them, that is to say: Local and personal Acts, 5 and 6 William IV., chapter 10; 6 and 7 William IV., chapter 121; 7 William IV., and 1 Victoria, chapter 119; 1 and 2 Victoria, chapter 20; 2 and 3 Victoria, chapter 18; 3 and 4 Victoria, chapter 129; 6 and 7 Victoria, chapters 27 and 62; 7 and 8 Victoria, chapters 67, 91, 92 and 97; 8 and 9 Victoria, chapters 52, 113, 196, 199, and 200; 9 and 10 Victoria, chapters 54, 63, 64, 68, 69, 83, 234, 281, and 283; 10 and 11 Victoria, chapters 167, 244, and 276; 11 and 12 Victoria, chapter 136; 16 and 17 Victoria, chapters 41, 86, 88, 100, and 180; 17 and 18 Victoria, chapters 61, 68, and 210; 18 and 19 Victoria, chap-

ters 114 and 169; 19 and 20 Victoria, chapters 87, 92, and 105; 20 and 21 Victoria, chapters 60, 72, 133, and 143; 21 and 22 Victoria, chapters 57, 84, 101, 104, and 118; 22 Victoria, chapter 3; 22 and 23 Victoria, chapters 69, 81, 98, 112, 125, and 134; 23 and 24 Victoria, chapters 109, 158, 171, 172, and 174; and 24 and 25 Victoria, chapters 120, 174, and 234, relating to the Company; 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, 153 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; and 24 and 25 Victoria, chapters 66, 110, 123, 128, 130, 132, 134, 196, 208, 219, 223, and 234, relating to the London and North-Western Railway Company; 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, 328, 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, 40, 64, 76, 120, and 134; 23 and 24 Victoria, chapter 69; 24 and 25 Victoria, chapters 36, 73, 81, 87, 134, 164, 189, 204, 212, and 234, relating to the Great Western Railway Company; 4 and 5 William IV, chapter 88; 1 Victoria, chapter 71; 1 and 2 Victoria, chapter 27; 2 and 3 Victoria, chapter 28; 4 and 5 Victoria, chapters 1 and 39; 7 and 8 Victoria, chapters 5, 63, and 86; 8 and 9 Victoria, chapters 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Victoria, chapters 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Victoria, chapters 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Victoria, chapters 75, 85, 87, 89, 125, and 157; 51 George III, chapter 196; 12 and 13 Victoria, chapters 33 and 34; 13 and 14 Victoria, chapter 24; 14 and 15 Victoria, chapter 83; 16 and 17 Victoria, chapters 99 and 164; 17 and 18 Victoria, chapters 186 and 208; 18 and 19 Vic-

toria, chapters 177 and 188 ; 19 and 20 Victoria, chapter 120 ; 20 and 21 Victoria, chapters 18, 72, 121, and 136 ; 21 and 22 Victoria, chapters 56, 58, 67, 89, and 101 ; 22 Victoria, chapter 3 ; 22 and 23 Victoria, chapters 31, 44, 81, 95, and 134 ; 23 and 24 Victoria, chapters 92, 103, 124, 158, and 185 ; and 24 and 25 Victoria, chapters 111, 220, and 234, relating to the London and South-Western Railway Company, and the West London Extension Railway Act, 1859 ; the West London Extension Railway Act, 1861 ; 16 and 17 Victoria, chapter 132 ; 18 and 19 Victoria, chapter 187 ; 21 and 22 Victoria, chapters 51 and 107 ; 22 and 23 Victoria, chapter, 54 ; 23 and 24 Victoria, chapters 174, 177, and 187 ; 24 and 25 Victoria, chapters 81, 239, and 240, relating to the London, Chatham, and Dover Railway Company ; and 6 William IV, chapter 75 ; 1 Victoria, chapter 93 ; 2 Victoria, chapter 42 ; 2 and 3 Victoria, chapter 79 ; 3 Victoria, chapter 46 ; 5 Victoria, session 2, chapter 3 ; 6 and 7 Victoria, chapters 51, 52, and 62 ; 7 and 8 Victoria, chapters 25, 69, and 91 ; 8 and 9 Victoria, chapters 167, 186, 197, and 200 ; 9 and 10 Victoria, chapters 55, 56, 64, 171, 305, and 339 ; 10 and 11 Victoria, chapters 104, 230, and 241 ; 12 and 13 Victoria, chapter 28 ; 13 and 14 Victoria, chapter 31 ; 14 and 15 Victoria, chapter 19 ; 15 and 16 Victoria, chapter 103 ; 16 and 17 Victoria, chapters 116, 121, 130, and 156 ; 18 and 19 Victoria, chapter 16 ; 20 and 21 Victoria, chapters 143 and 155 ; 22 and 23 Victoria, chapter 81 ; 23 and 24 Victoria, chapter 147 ; and 24 and 25 Victoria, chapters 12, 91, and 191, relating to the South-Eastern Railway Company.

And notice is hereby further given, that on or before the 30th day of November, 1861, plans and sections of the intended railways and works, together with a book of reference to such plans, a published map, with the line of the intended railways delineated thereon, and a copy of this notice as published in the London Gazette, will, be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office, at Lambeth, in that county ; and with the Clerk of the Peace for the county of Sussex, at his office, at Lewes, 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 book of reference as relates to each parish and extra-parochial place from, in, through, or into which the said railways and works are intended to be made, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection, as follows—viz., in the case of any parish within the limits of the metropolis, as defined by the Act 18 and 19 Victoria, chapter 120, intituled "An Act for the better Local Management of the Metropolis," and mentioned in schedule (A) to that Act with the clerk of the vestry of each such parish, at his office ; and in the case of any parish mentioned in schedule (B) to that Act with the clerk of the district board of parishes, at his office, or of any other 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 that on or before the 23rd day of December next printed copies of the said intended Bill will be deposited at the Private Bill Office of the House of Commons,

Dated this 13th day of November, 1861.

G. Faithful, Son and Coode, Brighton, and
No. 53, Parliament-street, Westminster,
Solicitors for the Bill.

Merionethshire Railway.

(Incorporation of Company for constructing a Railway from Bala to Dolgelly ; Arrangements with other Companies.)

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 powers to construct and maintain a railway with all proper and necessary works, stations, and conveniences connected therewith, or necessary thereto, commencing in a field in the parish of Llangower, in the county of Merioneth, called Caeboncyn, belonging to the Trustees under the will of the late Richard Watkin Price, Esq., deceased, and in the occupation of Morris Edwards, and near to the Pont Mwnwgl-y-llyn turnpike gate at the north-east corner of Bala Lake, and situate in the township of Llangower-is-afon, in the parish of Llangower, in the county of Merioneth, and proceeding thence from, through, and into the several parishes, townships, townlands, and extra-parochial places of Llanycil, Bala, Llangower, Llangower-is-afon, Llangower-uwch-afon, Llanuwchllyn, Penaran, Llanfachreth, Nannauwch-afon, Dolgelly, Brithdir-uchaf, Brithdir-isaf, Garthgynfawr, Garthgynfawr North, and Llanelltyd, or some or one of them, all in the said county of Merioneth, and terminating in a field or garden near the National Schools, in the parish of Dolgelly, in the same county, belonging to Sir Watkin Williams Wynn, Baronet, William Watkin Edward Wynne, and the Reverend Henry Burton, Trustees of the late Sir Robert William Vaughan, Baronet, and the Honourable Thomas Pryce Lloyd, in the occupation of Mr. Elias Williams, bounded on the north side by the road from Llanelltyd to Dolgelly, and on the south side by the turnpike road from Barmouth to Dolgelly, and marked A in the deposited plans hereinafter referred to.

And it is proposed by such Act to take powers for the purchase by the said intended Company of lands and houses, buildings, tenements, and hereditaments, by compulsion or agreement, for the purposes of the said intended railway and works, and to vary, repeal, or extinguish all existing rights and privileges in any manner connected with such lands and houses, buildings, tenements, and hereditaments, or which would in any manner impede, or interfere with the construction, maintenance, or use of the said railway and works, and to confer other rights and privileges, and also to levy tolls, rates, and duties for the use of the said intended railway and works, and to raise money on the credit thereof, and of all or any of the said tolls, rates, and duties for the purposes of the said intended Act.

And it is also proposed by the said intended Act to take power to deviate in the construction of the said railway and works connected therewith to such extent as will be shown or defined on the plans, hereafter referred to, and to break up, alter, divert, and stop up, either permanently or temporarily, as the case may require, all highways, streets, turnpike and other roads, footpaths, bridges, streams, rivers, watercourses, sewers, pipes and drains, within or adjoining or near to the aforesaid parishes, or any of them, with which it may be necessary to interfere in the construction, or for the purposes of the said intended railway and works, and to grant exemption from such tolls, rates, and charges.

And notice is hereby given, that plans and sections of the said intended railway and works, together with books of reference thereto, with a published map, showing the general course and direction of the said proposed railway and works,

and also a copy of this notice, 'as published in the London Gazette, will be deposited for public inspection, on or before the 30th day of November instant, with the Clerk of the Peace for the county of Merioneth, at his office at Dolgelly, in the county of Merioneth; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railway and works are proposed to be made, and also a copy of this notice, as published in the London Gazette, will be deposited for public inspection, on or before the 30th day of November instant, with the parish clerk of each such parish, at his residence, and in the case of extra-parochial places, with the parish clerks of the parishes immediately adjoining thereto.

And it is also proposed by such intended Act to enable the Company to be thereby incorporated, and the Aberystwith and Welsh Coast Railway Company, or the proposed Bala Railway Company to enter into arrangements and agreements, with respect to the working and use by either of the said Companies of the said intended railway and works or any part thereof, and the management, regulation, and transmission of the traffic upon or over the said intended railway, and the collection, appropriation, apportionment, and distribution of the tolls, rates, dues, duties, income, and profits arising from the said intended railway and works, or any part thereof; and with reference to the appointment and employment of officers and servants, and to enable either of the said last-mentioned Companies to apply any portion of their capital or income to the purposes, or any of them, specified or contemplated by any such arrangements or agreements as aforesaid.

And notice is hereby further given, that so far as may be necessary for the purposes aforesaid, or any of them, it is intended by the said proposed Act to alter, amend, and enlarge, or repeal such of the powers and provisions of "The Aberystwith and Welsh Coast Railway Act, 1861," as are inconsistent with the purposes of the said intended Act.

And notice is hereby given, that on or before the 23rd day of December next, printed copies of the Bill intended to be brought into Parliament in the ensuing session, upon which the said Act is intended to be founded, will be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1861.

S. C. Frankish, No. 23, Parliament-street, Westminster, Solicitor for the Bill.

Dulais Valley Mineral Railway.

(Railway from the Vale of Neath Railway to the Drim Colliery; Powers to the Vale of Neath Railway Company; Amendment of Acts.)

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

To make and maintain a railway, with all proper stations, works, and conveniences connected therewith, commencing by a junction with the Vale of Neath Railway at a point thereon, at or near the distance post indicating one-and-a-half miles from Neath, in the parish of Cadoxton-juxta-Neath, thence passing from, through, or into the parishes and places following, viz:—Cadoxton-juxta-Neath, Blaenhondden, Dulais Lower, and Dulais Higher, and Crinant, in the county of Glamorgan, and Ystradgynlais, in the

county of Brecon, and terminating on the Banwen, near the Drim Colliery, in the said parish of Cadoxton-juxta-Neath.

To cross, stop up, use, alter and divert, all such roads, streets, paths, passages, rivers, canals, streams, navigations, sewers, telegraph apparatus, railways, and tramways, as may be necessary in making the said railway.

To purchase by compulsion or otherwise, all such lands, houses, and other property, as may be required in the construction of the said railway, or any of the works connected therewith, and to vary and extinguish all existing rights and privileges in any manner connected with such lands, houses, and other property, and all such other rights or privileges, as it may be necessary to vary or extinguish, in carrying into execution any of the purposes of the said Bill.

To levy tolls, rates, and charges, in respect of the said intended railway and works; to vary existing tolls, rates, and charges; to confer certain exemptions from such tolls, rates, and charges, and to confer other rights and privileges.

The Bill will incorporate a Company, for the purposes aforesaid, and will authorize such Company and the Vale of Neath Railway Company, jointly or separately, to make and maintain the said intended railway and works, and will vest in them the aforesaid powers; it will also enable them, or either of them, to supply the funds for the construction of the said intended railway and works, and for the purchase of lands in such proportions and upon such conditions, as the said Bill may prescribe; and will authorize the Vale of Neath Railway Company to apply to those purposes their existing funds, or any moneys which they may be authorized to raise, and to raise capital for the same purposes by shares or stock, and by borrowing, and to attach to such shares or stock, any preference or priority of dividend, or any other advantages which the Bill may define, and to guarantee interest or dividends upon the capital to be raised for the purposes of the Bill, and to appoint one or more directors of the intended Company.

The Bill will enable the Company to be thereby incorporated, and the Vale of Neath Railway Company, from time to time to enter into, and fulfil contracts and agreements, for and with respect to the construction, working, management, maintenance, and use of the said intended railway and works, or any part or parts thereof respectively, and the supply of rolling stock and plant, and with respect to the receipt and apportionment of the tolls and other revenue arising from the traffic of the said railway; also with respect to the conveyance of passenger and other traffic coming from, or destined for, the said intended railway, and the division and appropriation of the tolls and charges arising from such traffic; and also with respect to the appointment of joint committees for carrying any such contract or agreement into effect, and raising the funds required for that purpose; and the Bill will confirm any such contract or agreement as may have been, or as may, prior to the passing of the Bill, be made, or it will provide for the aforesaid several matters, and define the rights and obligations of the respective Companies in reference thereto.

The Bill will also vary, extend and enlarge, the provisions of the following Acts (Local and Personal), viz.: 9 and 10 Victoria, cap. 341; 10 and 11 Victoria, cap. 74; 11 and 12 Victoria, cap. 27; 15 and 16 Victoria, cap. 16; 18 and 19 Victoria, cap. 25; 22 and 23 Victoria, cap. 22; and 24 and 25 Victoria, cap. 242, relating to the Vale of Neath Railway Company.

Duplicate plans and sections, describing the line, situation and levels of the proposed railway and works, and the lands, houses, and other property proposed to be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the owners lessees, and occupiers of such lands, houses, and other property, 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, as published in the London Gazette, will, on or before the 30th day of November, 1861, be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, and also with the Clerk of the Peace for the county of Brecon, at his office at Brecon; and on or before the said 30th day of November, 1861, a copy of so much of the said plans, sections, and book of reference, as relates to each of the aforesaid parishes, will, together 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 the adjoining parish, at his residence.

Copies of the proposed Bill will be deposited at the Private Bill Office of the House of Commons, on or before the 23rd day of December, 1861.

Dated this 13th day of November, 1861.

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

London, Brighton and South Coast Railway Company.

(Enlargement of Stations and alterations of Bridges and Roads; Power to acquire Land to improve London Bridge and Bricklayers' Arms Stations; Alteration and diversion of certain Streets in Southwark; Alteration of Gloucester Road and Saint James's Road, Croydon; Improvement of certain Bridges on Crystal Palace line; Power to build and employ Steam Packets; Further Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill, to confer further powers on the London, Brighton, and South Coast Railway Company (hereinafter called the Company), and to authorize the Company to effect the several objects and purposes following, or some of them, that is to say:—

1.—To enable the Company to obtain certain lands, houses, and buildings in the several parishes of Saint Thomas, Saint Olave, and Saint John, Horsleydown, in the borough of Southwark, in the county of Surrey, abutting on or near to, and on the south-western side of the London-bridge station of the Company, with the view of enlarging and improving the said station and providing increased accommodation and conveniences in connection therewith; and for the purpose of such enlargement and improvement to authorize the Company to arch over parts of certain streets called Dean-street, otherwise Dean-street South, in the parish of Saint Thomas; Weston-street, formerly the Maze, and Webb-street, in the parish of Saint Olave; Bermondsey-street, in the parishes of Saint Olave and Saint John Horsleydown; and College-street, and Barnham-street, in the parish of Saint John, Horsleydown; all in the borough of Southwark, in the county of Surrey.

2.—To make a diversion of Saint Thomas-street East, in the borough of Southwark, in the county of Surrey, such diversion commencing in the

parish of Saint Thomas, in the said borough and county, near the point where Dean-street South crosses Saint Thomas-street East, in the said borough and terminating in the parish of Saint Olave, in the borough of Southwark, in Weston-street, at or near the point where Maze Pond joins such street.

3.—To make a diversion of Webb-street in the said borough and county, such diversion commencing at or near the point where John-street joins Webb-street, and terminating at or near the point where a certain street called Snow's-fields joins Bermondsey-street, which said diversion will be wholly situate in the parish of Saint Olave, in the borough of Southwark, and county of Surrey, and to vest the control and management of such several diverted or substituted streets, when and as soon as the same shall have been completed and opened for public use, in the commissioners, vestries, boards, or persons now having the control and management of the existing streets so proposed to be diverted.

4.—To enable the Company to obtain certain lands and houses in the parish of Saint Mary, Bermondsey, in the county of Surrey, adjoining to and on north-eastern side of the Bricklayers' Arms branch of the South-Eastern Railway, and also certain other lands and houses in such parish lying between the turnpike-road called Grange-road, and the Bricklayers' Arms station of the Company, for the purpose of improving the accommodation and conveniences of the Company at that station; and to alter so far as may be necessary for that purpose the level of Grange-road and the approaches formed for carrying such road, by means of a bridge, over the said Bricklayers' Arms Branch Railway on the north-eastern side of such bridge.

5.—To enable the Company to obtain lands and houses in the parish of Croydon, in the county of Surrey, on the east and west sides of and adjoining or near to a certain road called Gloucester-road, and to divert and alter such road at the southern end thereof, such diversion or alteration to commence at or near a point 80 yards or thereabouts, measured southward from the southern end of the National Schools in Gloucester-road, and to terminate by a junction with Saint James's-road at or near the point 6 yards to the westward of the present junction of such roads, and to widen and improve the bridge now used for carrying Saint James's-road aforesaid over the London, Brighton, and South Coast Railway, and the roadway and approaches of such bridge, which said diversion, alteration, widening, and improvements will be wholly situate in the parish of Croydon, in the county of Surrey.

6.—To alter, widen, and improve the several bridges following; that is to say: the bridge in the parish of Streatham, in the county of Surrey, now used for carrying the West-end of London and Crystal Palace Railway over a private road, near to and on the west side of the Balham-hill station on that railway, and numbered 14 in that parish on the deposited plans referred to in "The West-end of London and Crystal Palace Railway Act, 1853." The bridge in the parish of Streatham, now used for carrying that railway over a certain road called the Bedford-hill-road, near to and on the east side of the Balham-hill station. The bridge in the parish of Streatham, now used for carrying that railway over the turnpike-road leading from London to Tooting, at or near the Balham-hill station, and to alter so far as may be requisite the level of such last-mentioned turnpike-road and the footpaths adjoining the same, in the parish of Streatham

aforesaid, such alteration to commence at a distance of 70 yards or thereabouts from the northern side of such bridge, and to terminate at a distance of 50 yards or thereabouts from the southern side thereof.

7.—To lengthen or extend the bridge in the parish of Saint Mary, Battersea, in the county of Surrey, near to the new Wandsworth station, now used for carrying the road from Clapham to Wandsworth, over the West-end of London and Crystal Palace Railway; and, so far as may be necessary, to interfere with and break up the surface of such road upon and adjoining such bridge, and, if need be, temporarily to stop up such road, or some part thereof.

And it is intended by the said Bill also to confer upon the Company all necessary powers for effecting the purposes following, or some of them, that is to say:

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

To purchase by compulsion and by agreement lands houses, and hereditaments for the several purposes aforesaid, or some of them, and to vary, or extinguish any rights or privileges connected with such lands, houses, and hereditaments.

To levy tolls, rates and duties for the purposes of the Bill, and to alter the tolls which the Company are authorized to take on their authorized lines, and to confer, vary, or extinguish exemptions from the payment of tolls, rates and duties.

To enable the Company to build, buy, or hire, use, maintain, and work steam packets and other vessels for navigating between the ports and places situate on the southern British coasts, and also between such ports and places and ports and places on the coast of France and the Channel Islands, or any of them; or to contribute by loan or by subscription, and by taking shares or otherwise, towards the capital of any Company engaged in steam navigation between any of the ports and places aforesaid, and to build, buy, or hire buildings for workshops, manufactories, custom houses, and other purposes connected therewith, and to take tolls, fares, and charges in respect of passengers, goods, and traffic using such steam packets and other vessels.

To apply to the purposes of the proposed Bill, any part of the funds which the Company are now authorized to raise, and which may not be required for the purposes of their existing undertaking, and to raise further money for the purposes aforesaid by borrowing on mortgage, bond, or by debenture stock, or otherwise, and by the creation of new shares or stock in the Company, and, if the Company think fit to attach to all or any of such new shares or stock a preference or priority of interest or dividend, and other special rights, privileges, or restrictions.

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

And it is intended, so far as may be necessary or desirable for any of the purposes of the said Bill, or otherwise, to amend the provisions of the several Acts of Parliament following, or some of them, that is to say: local and personal Acts, 5 and 6 William IV, chapter 10; 6 and 7 William IV, chapter 121; 7 William IV, and 1 Victoria, chapter 119; 1 and 2 Victoria, chapter 20; 2 and 3 Victoria, chapter 18; 3 and 4 Victoria, chapter 129; 6 and 7 Victoria, chapters 27 and 62; 7 and 8 Victoria, chapters 67, 91, 92 and 97; 8 and 9

Victoria, chapters 52, 113, 196 199 and 200; 9 and 10 Victoria, chapters 54, 63, 64, 68, 69, 83, 234, 281 and 283; 10 and 11 Victoria, chapters 167, 244 and 276; 11 and 12 Victoria, chapter 136; 16 and 17 Victoria, chapters 41, 86, 88, 100 and 180; 17 and 18 Victoria, chapters 61, 68 and 210; 18 and 19 Victoria, chapters 114 and 169; 19 and 20 Victoria, chapters 87, 92 and 105; 20 and 21 Victoria, chapters 60, 72, 133 and 143; 21 and 22 Victoria, chapters 57, 84, 101, 104 and 118; 22 Victoria, chapter 3; 22 and 23 Victoria, chapters 69, 81, 98, 112, 125 and 134; 23 and 24 Victoria, chapters 109, 158, 171, 172 and 174; and 24 and 25 Victoria, chapters 120, 174 and 234; relating to the London, Brighton, and South Coast Railway Company.

And notice is hereby further given, that on or before the 30th day of November, 1861, duplicate plans and sections of the proposed works, together with a book of reference to such plans, containing the name of the owners, or reputed owners, lessees, or reputed lessees, and occupiers, of the lands and houses intended to be taken for the purposes thereof, and also duplicate plans of the other lands and houses intended to be purchased by compulsion for the purposes of the Bill, 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 Surrey, at his office at Lambeth, in that county; and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place from, in, through, or into which the said proposed works are intended to be made, and also of so much of such plans and book of reference as relates to each parish or extra-parochial place in which any other lands or houses are intended to be taken by compulsion for the purposes of the Bill, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection as follows, viz.: in the case of any parish within the limits of the metropolis as defined by the Act 18th and 19th Victoria, chapter 120, intituled "An Act for the better Local Management of the Metropolis," and mentioned in schedule (A) to that Act, with the clerk of the vestry of each such parish at his office; and in the case of any parish mentioned in schedule (B) to that Act, with the clerk of the district board of parishes at his office; or of any other 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 that on or before the 23rd day of December next, printed copies of the said intended Bill, will be deposited at the Private Bill Office of the House of Commons.

Dated this 13th day of November, 1861.

G. Faithfull, Son and Coode, Brighton, and
53, Parliament-street, Westminster,
Solicitors for the Bill.

Furness Railway.

(Branch to Hawcoat Quarry; Powers to Purchase or Lease the Ulverstone Canal Navigation; Powers to provide Steam Vessels and Repeal existing Restrictions: Powers to subscribe further Sums to the Coniston Railway; Powers to raise additional Capital; Powers to redeem Preference Shares, &c.; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by the Furness Railway Company (hereinafter called the Company) for an Act

for all or some of the following purposes (that is to say):

To enable the Company to make and maintain, with all proper and necessary stations, approaches, works, and conveniences connected therewith, a railway to commence from and out of and by a junction with the line of the Furness Railway at a point thereon 20 yards or thereabouts east of the stone bridge carrying a tramway over the public road leading from Barrow to Old Barrow Island, in the township or division of Hawcoat, in the parish of Dalton, in Furness, in the county of Lancaster, and to terminate at or near a certain stone quarry called "Hawcoat Quarry," adjoining a farm house known as High Cocker, in the said township or division and parish aforesaid, which said intended railway will be wholly situate in the said township or division of Hawcoat, in the parish of Dalton in Furness, in the county of Lancaster.

To make lateral deviations from the lines of the said intended railway and works to the extent and within the limits described upon the plans hereinafter mentioned, or as may be prescribed by and provided for in the said intended Act.

To cross, stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads and highways, canals, towing paths, streams, rivers, and other works within the aforesaid parishes, townships, and extra-parochial or other places, or any of them, as it may be necessary to cross, stop up, alter, or divert, in the execution of the said intended Act.

To purchase by compulsion or otherwise lands, houses, and hereditaments, for the purposes of the said intended railway and works, and to alter, vary, or extinguish all existing rights and privileges connected with such lands, houses, and hereditaments, or which would in any manner impede or interfere with the objects and purposes of the intended Act, and to confer, vary, or extinguish other rights and privileges.

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

To empower the Company of proprietors of the Ulverstone Canal Navigation, or any other Companies or persons interested in the Ulverstone Canal Navigation, to sell or let, and the Company to purchase or take on lease all or some part of the said Canal Navigation, and all docks, basins, piers, locks, quays, wharfs, works, property, lands, and hereditaments connected therewith, either absolutely, in perpetuity, or for a term of years, at such price or rent, and upon such terms and conditions as may have been or may be agreed upon between the parties to any such sale or lease, or as may be defined by the intended Act, and to vest in the Company during the continuance of such lease, or as the case may be, absolutely and for ever, all or some of the rights, powers, privileges, authorities, and liabilities, 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 the said Company of proprietors, or any other Companies or persons interested in the said Canal Navigation, and also such other powers as may be deemed necessary in relation to the use and enjoyment of the premises so sold or demised, and to enable the Company and the said Company of proprietors, or any other Companies or persons interested in the said Canal Navigation, to enter into all necessary agreements for effectuating the purposes aforesaid, or any of them, and

to enable the creditors, shareholders, and proprietors of the said Company of proprietors, or any or either of them, to take shares, stock, mortgages, bonds, or other securities of the Company, as or in part payment of their purchase money, rent, or other consideration, and (if need be) to dissolve the said Company of proprietors of the Ulverstone Canal Navigation, and to wind up the affairs thereof.

To empower the Company to purchase, hire, or provide, work, and use steam vessels, wharfs, quays, jetties, or piers in connection with their lines of railway, or any of them, and for the development and accommodation of the traffic thereon, and to take tolls, rates, and charges for passengers, animals, minerals, goods, and merchandize conveyed thereby: and to repeal the 57th and 60th sections of "The Furness Railway Act, 1855," and all other sections in that Act having reference to the powers of the Company in respect to steam vessels, and if necessary to alter the tolls and charges now leviable by the Company for steam vessels.

To enable the Company to subscribe for or take and hold shares of the capital of the Coniston Railway Company, or otherwise to contribute towards the funds of that Company, to such extent as may be or may have been agreed upon between the Company and the Coniston Railway Company, or as shall be authorized by the intended Act, in addition to the sums already subscribed or agreed, or authorized to be contributed by the Company to the undertaking of the Coniston Railway Company, and to enable the Company to vote at meetings of shareholders of the Coniston Railway Company, in respect of such additional subscription or contribution, and to exercise all the powers of shareholders in reference thereto.

To authorize the Company to apply to the purposes aforesaid, or any or either of them, and to other the purposes of the intended Act, any capital or funds now in their possession or control, and for such purposes and also for the general purposes of their undertaking, to raise capital either by borrowing on mortgage or bond, or otherwise, or by the creation of new shares or stock in their undertaking, of such an amount and in such number, and either with or without preference or priority, or guarantee in payment of interest or dividend, or with other rights, privileges, or conditions attached thereto, or by all or any of those means, and to make further provisions for the regulation and augmentation of the capital of the Company.

To authorize and empower the Company to redeem, buy up, or cancel all or any of their preference shares created and issued, and which may be hereafter created and issued, upon such terms and conditions as may be agreed upon between them and the holders of such shares, or as may be provided for by the intended Act; and to vary or extinguish their debenture debt, and also their preference shares, capital, or stock, or some part thereof respectively, and in lieu thereof to raise new capital by borrowing on mortgage or bond, or by the creation and issue of new shares and stock, either with or without priority, preference, or guarantee in payment of interest or dividend, or by all or either of such means.

To alter, amend, extend, vary, and enlarge or repeal all or some of the powers and provisions of the Acts following, that is to say: "The Furness Railway Act, 1855," "The Coniston Railway Act, 1857," "The Ulverstone and Lancaster Railway Act, 1851," "The Ulverstone and Lancaster Railway Act, 1858," and an Act made and passed in the 33rd year of the reign of His late Majesty

King George the III, intituled "An Act for making and maintaining a Navigable Cut or Canal from a place called Hammerside Hill, in the parish of Ulverstone, in the county palatine of Lancaster, to a place called Weint End, near the town of Ulverstone aforesaid;" and any other Act or Acts recited in the before mentioned Acts relating to or affecting the above mentioned Companies and undertakings, or works, or any other Company or body who or whose property or interests may be affected by any of the powers or provisions of the said intended Act.

And notice is hereby further given, that on or before the 30th day of November instant, maps, plans, and sections, shewing the direction, line, and levels of the said intended railway and other works, and the lands which may be taken for the purposes of the same, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees, or reputed lessees, and of the occupiers of such lands; and also a copy of this notice, as published in the London Gazette, will be deposited for public inspection, with the Clerk of the Peace for the county of Lancaster, at his office at Preston, in the said county; and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said railway and other works are intended to be made, together with a copy of this notice, published as aforesaid, will be deposited for public inspection, as follows (that is to say), in the case of parishes, with the parish clerk of each such parish, at his residence, and in case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

And notice is hereby further given, that on or before the 23rd day of December, 1861, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1861.

Coventry Poor Act Amendment.

(Alteration and Consolidation of Poor Rates for the Parishes of Saint Michael and the Holy Trinity; Alteration of Proportion of Directors for each Parish, and Period of Service.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to alter and amend the powers and provisions of an Act passed in the 41st year of the reign of His Majesty King George the Third, intituled "An Act for the better relief and employment of the poor in the several parishes of Saint Michael and the Holy Trinity, in the city of Coventry and county of the same city, and for exempting the vicars of the said parishes from being rated to the relief of the poor in respect of certain assessments."

And in the said Bill powers are proposed to be taken to alter and vary the quota or proportion of assessment which, by virtue of the said Act, the said respective parishes of Saint Michael and the Holy Trinity (now situate in the city of Coventry, and in the county of Warwick), are required to raise or contribute towards the rates for the relief and support of the poor of such parishes; and to alter and consolidate the poor rates in such parishes; and to confer, vary, or extinguish exemptions from the payment of such poor rates and other rights and privileges.

And it is proposed by the said Bill, to alter the number and proportion of directors to be nomi-

nated or elected from and out of each of such parishes by the guardians of the poor of the said parishes, and the period during which such directors may continue in office.

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

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

Henry I. Davis, Solicitor for the Bill.

Oswestry and Newtown, Llanidloes and Newtown, and Shrewsbury and Welshpool Railway Companies.

(Amalgamation—Confirmation of Agreement with the Great Western Railway Company as to the Use of Oswestry Station of Oswestry and Newtown Railway Company—Subscription to Undertaking of and Working Arrangements with Bishop's Castle Railway Company—Regulation of Existing, and Raising of Additional Capital—Revival of Powers for Purchase of Lands—Repeal of a Certain Provision in "The Aberystwith and Welch Coast Railway Act, 1861,"—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 authorize, either immediately or at some future period, the union and amalgamation, by or under such name and upon such terms and conditions as may have been, or may hereafter be agreed on, or as may be fixed, ascertained, and determined in, and by, or under the provisions of the intended Act, of the Oswestry and Newtown, the Llanidloes and Newtown, and the Shrewsbury and Welshpool Railway Companies (herein called "The three Companies") or of any two of such Companies; and the union and consolidation into one undertaking of the undertakings of the said three Companies, or of any two 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:

To define and regulate the application of, and, if necessary or expedient, to increase the capital of the amalgamated Company, or of the three Companies, or any of them, and to authorize either the amalgamated Company or any of the three Companies to raise, for the general purposes of their undertaking, or for any purpose of the intended Act, further sums, by the creation of new shares, either with or without preference or priority in payment of dividend, and by borrowing on mortgage, or by any of those means; and to define and provide for the mortgage and bond or other debts of the three Companies respectively, and of the amalgamated Company, 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:

To confirm an agreement entered into in the month of August, 1860, between the Great

Western Railway Company and the Oswestry and Newtown Railway Company (herein called "The Oswestry Company"), as to the access to, and use of, the Oswestry station of the Oswestry Company by the Great Western Railway Company:

To enable the three Companies, or the amalgamated Company, or any of such Companies, and the Bishop's Castle Railway Company, to enter into and carry into effect contracts or agreements with respect to the supply of rolling stock and locomotive power to the Bishop's Castle Company, and the working, maintenance, and management of the Bishop's Castle Railway by the three Companies, or the amalgamated Company; and with respect to the transfer, transmission, forwarding, booking, and regulation of any traffic, and the division and apportionment of the tolls and charges arising from such traffic between the said Companies, or such of them as may be parties to any such agreement; and to enable the three Companies, or the amalgamated Company, or any of such Companies to subscribe to the undertaking of the Bishop's Castle Railway Company:

To enable the Oswestry Company or the amalgamated Company to purchase compulsorily or by agreement the lands numbered respectively on the plans referred to in the Oswestry, Welshpool, and Newtown Railway Act, 1855, Nos. 215, 216, 218, 227, 228, 240, 242, 243, 244, 245, 296, 297, 298, 299, 300, 301, 301a, 302, 303, 308, and 314, in the parish of Oswestry; No. 109, in the parish of Forden; Nos. 1 and 2, in the parish of Welshpool; and Nos. 14, 15, 16, 17, 19, 20, 22, 25, 26, 27, 29, 30, 31, 32, 33, and 34, in the parish of Montgomery:

To revive and extend the powers granted by "The Llanidloes and Newtown Railway Act, 1853," for the compulsory purchase of the lands and tenements numbered as hereinafter mentioned upon the plans referred to in that Act, viz., the lands and tenements numbered from 18 to 31, inclusive of both numbers, in the township of Maesmawr, in the parish of Llandinam, in the county of Montgomery; the lands and tenements numbered from 9 to 52, inclusive of both numbers, in the township of Llandinam, in the parish of Llandinam aforesaid; the lands and tenements numbered from 1 to 23, inclusive of both numbers, in the township of Cilmachallt, in the parish of Llanidloes, in the county of Montgomery; and the lands and tenements numbered from 65 to 71, inclusive of both numbers, in the parish of Newtown, in the county of Montgomery:

To repeal so much of the thirtieth section of "The Aberystwith and Welsh Coast Railway Act, 1861," as provides that the railway in that Act called No. 1 shall not be made more expeditiously than the railways in such Act called respectively 2 and 3, and otherwise to alter, vary, and amend the said Act; and also to alter, amend, or repeal some or any of the provisions of that Act, and of the 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; 22 and 23 Vict., cap. 63; 23 and 24 Vict., caps. 101 and 139; and 24 and 25 Vict., caps. 17, 181, and 223; and of the several Acts relating to the Shrewsbury and Welshpool Railway Company or their undertaking, that is to say; Local and Personal Acts 19 and 20 Vict., cap. 133; 21 and 22 Vict., cap. 110; 23 and 24 Vict., cap. 25; 24 and 25 Vict., cap. 13; and of the several Acts relating to the Llanidloes and Newtown Railway Company, 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; 23 and 24 Vict. cap. 133; and 24 and 25 Vict., cap. 90; the Act passed in the fifth and sixth 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 several Acts relating to or affecting the Great Western Railway Company, and "The Bishop's Castle Railway Act, 1861:"

And notice is hereby further given, that on or before the 30th day of November, 1861, plans of the said lands and tenements in respect of which the said compulsory powers are intended to be revived, 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 Montgomery, at his office at Welchpool, and with the Clerk of the Peace for the county of Salop, at his office in Shrewsbury, and that on or before the same day copies of so much of the said plans and book of reference as relates to each parish in which the lands are situate, in respect of which the compulsory powers are intended to be revived will be deposited with the parish clerk of each such parish at his usual place of abode; and that on or before the 23rd day of December, 1861, printed copies of the Bill for effecting the objects specified in this notice, or some of them, will be deposited in the Private Bill Office of the House of Commons.

Dated the 14th day of November, 1861.

Howell and Jones, Welshpool.

Thomas Hayward, Llanidloes.

Severn and Wye Railway and Canal Company. (Enlargement of Dock at Lydney; Branches to South Wales Railway; Amendment of Acts, &c.)

THE Severn and Wye Railway and Canal Company intend to apply to Parliament, in the session of 1862 for leave to bring in a Bill for the following, or some of the following, among other purposes, namely:—

1st.—To amend and enlarge, and if deemed expedient, to repeal, re-enact, and consolidate the powers and provisions of the following Acts relating to the said Company, viz.: the Act passed in the 49th year of His late Majesty King George 3rd, cap. 159, the Act 50th George 3rd, cap. 215, intituled "An Act to alter and amend the Lydney and Lidbrook Railway Act, to vary certain parts of the said Railway, and to extend the same from Lidbrook to Bishop's Wood, and from the Lower Forge to the Cross Pill, and for making a basin and canal to communicate with the river Severn at Nass Point," and also the following Acts, 51 Geo. III., cap. 193; 54 Geo. III., cap. 42; 3 Geo. IV., cap. 75; and 16th and 17th Vict. cap. 196.

2.—To alter, widen, and enlarge the entrance from the river Severn to the harbour of Lydney, and the lock and gates thereof; to enlarge, improve, deepen, and widen the outer basin of the said harbour; to alter and improve the present lock connecting the outer basin with the canal, and to construct a new lock parallel thereto; to widen, deepen, and improve the portion of the said canal lying immediately above the said lock, and to convert the same portion into a floating dock or basiu; and also to widen and improve other parts of the said canal; and to close the present waste weir, and to construct, instead thereof, a

waste weir into the Severn, at or near the entrance of the said harbour, and to divert into the intended weir the waters now flowing into the Severn through the existing weir; and to construct all necessary lock gates, capstans, bridges, and other conveniences for rendering effectual the said works.

3.—To construct a retaining wall or embankment on the foreshore of the river Severn commencing at the southern entrance pier of the said harbour, and continued in a south-westerly direction parallel to the said river for about 540 yards.

4.—To construct wharves and quays on either or both sides of the said basin, dock, and canal, and to lay down thereon tramways or railways; and also to construct and maintain a new line of railway from the said outer basin, adjoining the river Severn along the western side of the said canal to join the South Wales Railway at a point about 330 yards westward of the South Wales Railway Station or Depot at Lydney, with appropriate branches and sidings in connection therewith, and also to construct a new railway or branch from the said South Wales Railway, at a point about 410 yards to the eastward of the said station to the lower part of the upper basin of the said Severn and Wye Railway and Canal Company with appropriate sidings, in connection therewith.

5.—To construct in connection with the said canal and basin, staiths, jetties, drops, and other works, to facilitate the loading and unloading of mineral and other traffic within the works of the Company.

All the works hereinbefore mentioned will be in the parish of Lydney, in Gloucestershire.

6.—To enable the said Company to apply to the purposes aforesaid funds now in their hands, or belonging to them, or which, under their existing Acts, they have the power to raise; and to raise for those purposes further sums of money, either by mortgage of their existing property, or by the creation of new shares or stock, and to attach to such new shares, stock, and mortgage, or either of them, a preference of dividend and interest, or other privileges.

7.—To enable the Company to close temporarily their harbour and canal for the purpose of the new works; to appropriate and divert (so far as may be needful) the waters of the river Severn; to purchase lands and houses compulsorily; to alter the tolls, rates, and duties now payable to the said Company for the use of their harbour and works, and to levy tolls, rates, and dues for the same, and for the new railways and works intended to be authorized by the said Bill, and to vary or extinguish such rights and privileges as may interfere with the foregoing purposes, or any of them.

8.—To enable the Company and the South Wales Railway Company to enter into agreements with respect to the construction, working, maintenance, and use of the intended new lines of railway, and the supply of rolling stock and machinery for the same, and the fixing, collection, and apportionment of tolls thereon, and the conduct of the traffic thereof; and it will for that purpose alter and enlarge the powers of the Act 18 and 19 Vict. cap. 98, and any subsequent Act relating to the South Wales Railway Company.

The Bill will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" "The Railways Clauses Consolidation Act, 1845;" and also of "The Harbours, Docks, and Piers Clauses Act, 1847."

Duplicate plans and sections describing the situation and levels of the intended new works with relation to the harbour at Lydney, and of the intended new railways and works, and the lands, houses, and other property in or through which the same will be respectively made, a book of reference to the said plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, a map showing the line and direction of the new railway, and a copy of this notice, will be deposited for public inspection on or before the 30th day of November instant, at the office of the Clerk of the Peace for Gloucestershire, at the city of Gloucester; and a copy of the said plans, sections, and book of reference, and of this notice, will, on or before the same day, be deposited with the parish clerk of Lydney, 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 23rd day of December next.

Dated this 11th day of November, 1861.

Lionel Oliver Bigg, Solicitor, Bristol.

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

Northfleet Dock Company (Limited).

New Works; Powers to construct Embankments, Quays, Docks, &c., and Railways to connect same with South-Eastern Railway, to establish a Ferry across the Thames, and for Transfer and Extinguishment of other Ferries and Ferry-rights; Dissolution of Northfleet Docks Company (Limited); Incorporation of New Company; Power to Company and South-Eastern Railway Company, to enter into Working and other 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 dissolve the Northfleet Docks Company (Limited), and to incorporate the shareholders thereof by the same or another name, and to confer upon the Company so incorporated, or without dissolving the Northfleet Docks Company (Limited), to confer upon the Northfleet Docks Company (Limited), powers to purchase by compulsion or agreement, all or any lands and buildings in the parish of Northfleet, in the county of Kent, situate within the following limits or boundaries; that is to say: on or towards the west, the lane called the Lawn, and a straight line drawn from the north end, and in continuation of the said lane, into the bed of the river Thames; on or towards the south, the London-road; on or towards the east, the road leading in a straight line to the Rosherville Pier, from out of, and at right angles to, the London-road; and on or towards the north, the bed or foreshore of the river Thames, together with part of such bed or foreshore, and upon the site so purchased, to construct and maintain all or some of the following works; that is to say: an embankment, quay wall, or retaining wall, commencing in the bed or foreshore of the river Thames, passing on the north side of the lands to be purchased by the Company as aforesaid, and forming the northern boundary thereof, and terminating in the said bed or foreshore, at or near the Rosherville Pier, one or more quay or quays, wharf or wharves, yard or yards, and dock or docks, with all necessary proper, or convenient embankments, entrances, cuts, dry docks, roads, sheds, warehouses, and other works,

buildings, and conveniences, connected therewith, between the said intended embankment or quay wall, and the southward boundary of the lands to be purchased as aforesaid, and between the eastward and westward boundaries of the same lands.

A railway (hereinafter called railway No. 1), commencing in the parish of Swanscombe, in the county of Kent, by a junction with the North-Kent line of the South-Eastern Railway Company, at a point 40 chains or thereabouts, from the western end of the goods shed of the Northfleet Station, measured westward along the said line, and terminating in the said parish of Northfleet, in a chalk excavation, 2 chains or thereabouts, measured north-east from the junction of the said lane, called the Lawn, with Bowstreet.

A railway (hereinafter called railway No. 2), commencing in the said parish of Northfleet, and county of Kent, in or on the bed or foreshore of the river Thames, about 1 chain north of the Rosherville Hotel, and terminating in the said parish of Northfleet, by a junction with the said North-Kent line, near to the booking-office of the said Northfleet Station.

All necessary, proper, and convenient stations, approaches, works, and conveniences, connected with such railways respectively; an embankment, quay wall, or retaining wall, in continuation of the first-mentioned intended embankment, and commencing at the terminus thereof, at or near the Rosherville Pier, and terminating at a point in the said bed or foreshore, 300 yards, or thereabouts, eastward of the said pier. One or more quay or quays, and wharf or wharves, between the last-mentioned embankment and railway No. 2.

All which said embankments, quay walls, or retaining walls, quays, wharves, yards, docks, and railways and works, connected therewith respectively, will be situate in the parishes, townships, and extra-parochial or other places following, or some of them; that is to say: Swanscombe, Northfleet, Gravesend, and the bed and foreshore of the river Thames.

And it is proposed by the said intended Act, to take powers to deviate from the line and levels of the proposed works, as shown upon the plans and sections hereinafter referred to, and to lay down, and from time to time to remove lines of rails along the docks, quays, wharves, and works of the Company, to connect the same respectively with the said railways, or either of them, and to purchase, by compulsion or agreement, all such lands and buildings in the several parishes and places aforesaid, or some of them, and upon, adjoining, or near to, the site of the said intended works, as may be required for the construction of such works, or for the deposit of spoil, or any other purposes of the undertaking, and to purchase other lands and buildings by agreement, and to stop up, alter, or divert, temporarily or permanently, all roads, paths, highways, water-courses of every description, natural or artificial sewers, mains, pipes, and other works upon the site of the intended works, or which it may be necessary or convenient to stop up, alter, or divert, for any of the purposes of the intended Act, and to vary or extinguish all existing rights and privileges, in any manner connected with any lands or buildings to be purchased, or any road, path, highway, watercourse, sewer, main pipe or work to be stopped up, altered, or diverted as aforesaid, or which would in any manner prevent or obstruct any of the purposes of the Act being fully effected, and to confer other rights and privileges, and to authorize the levying of tolls, rates, duties, and charges, and to alter ex-

isting tolls, rates, duties, and charges, and to confer, vary, or extinguish, exemptions from payment of tolls, rates, duties, and charges.

And it is proposed by the said intended Act, to authorize the said existing Company, or the Company to be incorporated (as the case may be) to establish a ferry across the river Thames, at or near the site of the intended docks, and to work the same by means of steam or other vessels, machines or machinery, and to authorize such Company to purchase, by compulsion or agreement, or take a lease of all or any ferries or ferry rights across the river Thames, at or near the site aforesaid, or which would interfere with the proposed ferry of the Company, and to confer full powers upon the owners, or others interested in such ferries or ferry rights, to sell or let the same to the Company, or to release their rights, and otherwise provide for the transfer to the Company, or the extinguishment of all or any of such ferries or ferry rights, and to confer upon the Company, in respect of the proposed new ferry, or any ferry transferred to, or vested in them for the time being, all powers, rights, and privileges, incident to the ownership or possession, and enjoyment of a ferry.

And it is proposed by the said intended Act, to provide for the lighting, watching, management, appropriation, protection and regulation, of the works and property of the Company, and of the shipping resorting thereto, and the goods, wares, and merchandize landed, bonded, warehoused, or embarked thereat, and for the establishment of a police force, and for the making of bye laws, and to confer upon the said existing Company, or the Company to be incorporated as aforesaid, powers to issue dock certificates, dock warrants, and other like instruments, and all powers usually conferred upon Dock Companies, in reference to any of the matters aforesaid, or which may be necessary, useful, or proper for the purposes of their undertaking, and to fix and regulate the capital of the Company, and to authorize the Company to raise money by shares, or stock, and mortgage, and to create debenture shares or stock.

And it is proposed by the said intended Act, to authorize the said existing Company, or Company to be incorporated, and the South-Eastern Railway Company, to enter into agreements with respect to the working, use, and management of the intended railways, or either of them, and all or any works of the Company in connection therewith; and with respect to the receipt, interchange, transfer, and transmission of traffic, and the fixing, division, and apportionment of the tolls and receipts derived from such traffic, and otherwise in relation to the proposed undertaking, or the traffic thereof, and to amend some of the provisions of the Acts of Parliament relating to the South-Eastern Railway Company, or some of them; (that is to say):—Local and Personal Acts, 6 William 4, cap. 75; 1 Victoria, cap. 93; 2 Victoria, cap. 42; 2 and 3 Victoria, cap. 79; 3 Victoria, cap. 46; 5 Victoria, session 2, cap. 3; 6 and 7 Victoria, caps. 51, 52, and 62; 7 Victoria, cap. 25; 7 and 8 Victoria, caps. 69 and 91; 8 and 9 Victoria, caps. 161, 186, 197, and 200; 9 Victoria, caps. 55, 56, and 64; 9 and 10 Victoria, caps. 305 and 399; 10 and 11 Victoria, caps. 104 and 230; 13 and 14 Victoria, cap. 31; 15 and 16 Victoria, cap. 103; 16 and 17 Victoria, caps. 116, 121, 130, and 156; 18 and 19 Victoria, cap. 16; 20 and 21 Victoria, cap. 155; and 24 and 25 Victoria, caps. 12 and 191.

And notice is hereby also given, that plans and sections of the proposed embankments and works, and of the proposed railways, and of the lands to be taken under the compulsory powers of the

Act, a book of reference to such plans, a published map with the lines of railway delineated thereon, showing their general course or 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 of the county of Kent, at his office in Maidstone; and that a copy of so much of the plan, section, and book of reference, as relates to any parish or extra-parochial place in which any part of the works is proposed to be constructed, or any land to be taken under the compulsory powers of the Act, is situate; and a copy of this notice will be deposited, in the case of a parish, with the parish clerk of such parish, or in the case of an extra-parochial place, with the parish clerk of some parish adjoining thereto, at his residence; and that all such deposits will be made on or before the 30th day of November instant, and that printed copies of the Bill for effecting the objects aforesaid, will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December next.

Dated 14th November, 1861.

Meyrick and Gedge, No. 4, Storey's Gate, Westminster, Solicitors for the Bill.

Prüt, Sherwood, Venables, Grubbe, and Jones, No. 7, Great George-street, Westminster, Parliamentary Agents.

Horsham, Dorking, and Leatherhead Railway.
(Incorporation of Company for making Railways from Horsham to Dorking, and from Dorking to Leatherhead; Traffic arrangements with London and South-Western, London, Brighton and South Coast and South-Eastern Railway Companies; Power to those Companies to subscribe, and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing Session, for an Act to incorporate a Company for making and maintaining the railways following, or one of them, with all proper works and conveniences connected therewith, and approaches thereto, respectively (that is to say):—

1st. A railway commencing in the parish of Horsham, in the county of Sussex, by a junction with the London, Brighton, and South Coast Railway, at or near the northern end of the Horsham Station thereon, and terminating in the parish of Dorking, in the county of Surrey, by a junction with the Reading, Guildford, and Reigate line of the South-Eastern Railway Company, at or near the eastern end of the Boxhill Station thereon, and which said intended railway and works will pass from, in, through, or into, or be situate within the parishes and extra-parochial or other places following, or some of them (that is to say): Horsham, Rusper, and Warnham, in the county of Sussex; and Capel, Ockley, Newdigate, Charlwood, Leigh, Betchworth, and Dorking, in the county of Surrey.

2nd. A railway to be situate wholly in the county of Surrey, and commencing in the said parish of Dorking by a junction with the firstly-described intended railway, at or near the point thereon where the same is intended to cross the turnpike-road leading from Dorking to Reigate, 300 yards or thereabouts to the eastward of the Punch Bowl Inn, in the said parish of Dorking, and terminating in the parish of Leatherhead by a junction with the Epsom and Leatherhead Railway, at or near the terminus thereof; which said intended railway and works will pass from, in, through, or into, or be situate within the several parishes, and extra-parochial or other places following, or some of them (that is to say):

Dorking, Mickleham, Fetcham, and Leatherhead, all in the county of Surrey.

And it is proposed by the intended Act to empower the Company to be thereby incorporated, to purchase by compulsion and by agreement, lands, houses, and hereditaments, for the purposes of the proposed railways and works, and to alter, vary, or extinguish all existing rights, and privileges connected with such lands, houses, and hereditaments, or which would in any manner interfere with the construction, maintenance, and use of the said proposed railways and works, or any of them, and to confer other rights and privileges.

And it is intended by such Act to take power to stop up, cross, divert, or alter, either temporarily or permanently, any turnpike or other roads, streets, highways, bridges, footpaths, ways and rights of way, railways, tramways, canals, aqueducts, rivers, navigations, streams, pipes, sewers, drains and water-courses within the said parishes and extra-parochial or other places, or any of them, which it may be necessary to stop up, cross, divert, or alter, for the purposes of the said intended railways and works or other the purposes of the said Act.

And it is proposed by the said intended Act to take powers for levying tolls, rates, and duties for or in respect of the use of the said proposed railways and works, and the conveniences and accommodations connected therewith; and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties respectively.

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

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

means, or by such other means as Parliament shall authorize and direct.

And it is proposed by the said intended Act, so far as may be necessary for the purposes aforesaid, to alter, amend, enlarge, or repeal the powers and provisions of the Acts following, or some or one of them, relating to the London, Brighton and South Coast Railway Company, namely, 5th and 6th Wm. IV., cap. 10; 6th and 7th Wm. IV., cap. 121; 7th Wm. IV., and 1 Vic., cap. 119; 1 and 2 Vic., cap. 20; 2 and 3 Vic., cap. 18; 3 and 4 Vic., cap. 127; 6 and 7 Vic., caps. 27 and 62; 7 and 8 Vic., caps. 67, 91, 92, and 97; 8 and 9 Vic., caps. 52, 113, 196, 199, and 200; 9 and 10 Vic., caps. 54, 63, 64, 68, 69, 83, 234, 281, and 283; 10 and 11 Vic., caps. 167, 244, and 276; 11 and 12 Vic., cap. 136; 16 and 17 Vic., caps. 41, 86, 88, 100, and 180; 17 and 18 Vic., caps. 61, 68, and 210; 18 and 19 Vic., caps. 114 and 169; 19 and 20 Vic., caps. 87, 92, and 105; 20 and 21 Vic., caps. 60, 133, and 143; 21 and 22 Vic., caps. 57 and 84; 22 and 23 Vic., caps. 69, 81, 98, 112, 125, and 134; 23 and 24 Vic., caps. 109 and 171; and any other Act or Acts relating, directly or indirectly, to or affecting the London, Brighton and South Coast Railway Company; and also of the Acts following, or of some or one of them, relating to the London and South-Western Railway Company, namely, 4 and 5 Wm. IV., cap. 88; 1 Vic., cap. 71; 1 and 2 Vic., cap. 27; 2 and 3 Vic., cap. 28; 4 and 5 Vic., caps. 1 and 39; 7 and 8 Vic., caps. 5, 63, and 86; 8 and 9 Vic., caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Vic., caps. 129, 131, 173, 174, 175, 252, 255, 370, and 391; 10 and 11 Vic., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vic., caps. 75, 85, 87, 89, 125, and 157; 51 Geo. III, cap. 196; 12 and 13 Vic., caps. 33 and 34; 13 and 14 Vic., cap. 24; 14 and 15 Vic., cap. 83; 16 and 17 Vic., caps. 99 and 164; 17 and 18 Vic., caps. 186 and 208; 18 and 19 Vic., caps. 177 and 188; 19 and 20 Vic., cap. 120; 20 and 21 Vic., caps. 18, 24, 72, 121, and 136; 21 and 22 Vic., caps. 56, 58, 67, 89, and 101; 22 Vic., cap. 3; 22 and 23 Vic., caps. 31, 44, 81, 95, and 134; the "London and South-Western Portsmouth Railway Amalgamation Act, 1859," and 23 and 24 Vic., caps. 92, 103, and 185; 24 and 25 Vic., caps. 15, 111, 190, 220, 224, and any other Act or Acts relating, directly or indirectly, to or affecting the London and South-Western Railway Company.

And also of the Acts following, or of some or one of them, relating to the South-Eastern Railway Company, namely, 6 Wm. IV., cap. 75; 1 Vic., cap. 93; 2 Vic., cap. 42; 2 and 3 Vic., cap. 79; 3 Vic., cap. 46; 5 Vic., sess. 2, cap. 3; 6 and 7 Vic., caps. 51, 52, and 62; 7 Vic., cap. 25; 7 and 8 Vic., caps. 69 and 91; 8 and 9 Vic., caps. 167, 186, 197, and 200; 9 Vic., caps. 55, 56, and 64; 9 and 10 Vic., caps. 305 and 399; 10 and 11 Vic., caps. 104 and 230; 13 and 14 Vic., cap. 31; 15 and 16 Vic., cap. 103; 16 and 17 Vic., caps. 116, 121, 130, and 156; 18 and 19 Vic., cap. 16; 20 and 21 Vic., cap. 155; and the Acts of the 22nd and 23rd, 24th and 25th Victoria, caps. 12 and 191; and any other Act or Acts relating, directly or indirectly, to or affecting the South-Eastern Railway Company; and also of "The Epsom and Leatherhead Railway Act, 1856," "The Wimbledon and Dorking and Epsom and Leatherhead Railways (Epsom Joint Station) Act, 1859," and "The Epsom and Leatherhead Railway (South-Western and Brighton) Act, 1860," and any other Act or Acts relating, directly or indirectly, to or affecting the Epsom and Leatherhead Railway Company.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the proposed railways and works, and a book of reference to such plans, together with a published map, with the line of the proposed 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 Sussex, at his office at Lewes, in the said county; and with the Clerk of the Peace for the county of Surrey, at his office at Lambeth, in the said county; and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference, as relates to each parish or extra-parochial place in or through which the intended railways and works will be made, or in which any lands intended to be compulsorily taken are situate, and a copy of this notice as published in the London Gazette, will be deposited for public inspection in the case of each such parish with the parish clerk thereof, at his residence; and in the case of each such extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence; and that on or before the 23rd day of December next, printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 13th day of November, 1861.

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

Carlisle and Silloth Bay Railway and Dock Company.

Powers to raise additional Capital, and to guarantee Dividends; To purchase and hold additional Lands; To compromise with Creditors, and accept surrenders of Shares, and reduce original Capital; 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 alter, amend, extend, and enlarge, and to repeal some of the powers and provisions of "The Carlisle and Silloth Bay Railway and Dock Act, 1855," and to vary and extinguish some of the rights, exemptions, privileges, and restrictions granted, protected, preserved, limited, or otherwise provided for by the said Act, and to confer other rights, exemptions, privileges, and restrictions, or otherwise to repeal the same Act, and to consolidate all or some of the provisions thereof, and of the said Bill into one Act, and to confer upon the Carlisle and Silloth Bay Railway and Dock Company (herein called the Company), further and additional powers and authorities, and particularly powers for all or some of the following, amongst other purposes (that is to say):—

To raise by the creation of preference shares, a further sum of money, for the purpose of discharging existing liabilities, and for other purposes of the Company:

To enable the Company to guarantee the dividends on such capital, in priority to the original shareholders of the Company, or otherwise, as shall be deemed expedient, and to confer on such shares such other privileges as may be deemed expedient:

To raise further money by mortgage or bond on the security of the whole, or any part, of the undertaking of the Company, or the revenue thereof:

To enable the Company to enter into arrangements with its creditors and shareholders, for the

discharge of existing liabilities of the Company, and also of liabilities entered into by all or any of the directors thereof, in behalf of the Company, and to compound for the discharge of such liabilities, upon such terms as may be deemed expedient, and for accepting the surrender of shares, and for extinguishing shares so surrendered, and for thereby reducing the original share capital of the Company, and for enabling shareholders and their legal and personal representatives, to make and enter into such compromises, and to surrender any shares which it may be agreed, shall be surrendered as part of such compromise :

To enable the Company to purchase and hold additional lands, for the purposes of the Company, and of the business carried on at Silloth Dock :

To confer on the Company, and make applicable to the objects of the said Bill, all or some of the powers and provisions of "The Companies Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" and "The Railways Clauses Consolidation Act, 1845;" and all other statutes, powers and provisions necessary for the purposes to be authorized by the said Bill :

And it is also proposed by the said Bill, to alter, amend, extend, and enlarge, and where necessary to repeal all or some of the powers and provisions of the several local and personal Acts of Parliament following (that is to say :)— "The Port Carlisle Dock and Railway Act, 1853;" "The Carlisle and Silloth Bay Railway and Dock Act, 1855;" and "The Port Carlisle and Silloth Railway Companies Act, 1860;" and to make other provisions in lieu thereof, and also, if need be, to reduce or vary any tolls, rates, and charges, authorized to be taken by or under all or any of the said Acts, and to grant exemptions from such tolls, rates, and charges, and other rights, privileges and exemptions.

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

Dated this 13th day of November, 1861.

John Nanson, Solicitor, Carlisle.

Durnford and Co., Parliament-street, Westminster.

In Parliament.—Session 1862.

Edgware, Highgate, and London Railway.

(Incorporation of Company for making Railway from Great Northern Railway to Edgware; Powers to Great Northern Railway Company.)

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 :—

To make and maintain a railway, with all necessary works, stations, approaches, and conveniences connected therewith; to commence in the parish of Saint Mary, Islington, by a double junction with the Great Northern Railway, one of such junctions to be effected with the up line, and the other with the down line of the said Great Northern Railway, at the northern end of the bridge which carries the said railway over the Seven Sisters' Road, to pass thence through or into the following parishes and places, or some of them; that is to say: St. Mary, Islington; St. Mary, Hornsey; Highgate, Finchley, Edgware, and Hendon, and to terminate in the

said parish of Edgware, in or near a field belonging to the trustees of the late Richard Hemming, and in the occupation of Mary Child, abutting upon and on the southward side of a road leading from Edgware, past Edgware Church, to Edgware Bury, the point of termination being about one hundred and fifty yards north-east of the said church.

The said intended railway will be wholly situate in the county of Middlesex.

To purchase by compulsion, lands, houses, and other property, for the purposes of the said intended railway and works, and to authorize the levying of tolls, rates and charges, in respect thereof.

To stop up, alter and divert, all such roads, streets, thoroughfares, navigations, canals, water-courses, sewers, and drains, as may be necessary for any of the purposes of the Bill, and to vary, and extinguish all rights and privileges which would interfere with the construction and maintenance of the said intended railway, or any of the works connected therewith.

It is also intended by the said Bill to enable the Great Northern Railway Company to subscribe towards the construction of the proposed railway, out of any monies belonging to them, or which they have power to raise; and the Bill will, if necessary, enable the said Company, for the purposes of such subscription, to raise additional capital by shares, or stock, and by loan, and to attach to such capital a preference or priority of dividend, or interest, or other advantage over their existing capital; and to enable the said Great Northern Railway Company to hold shares in the capital of the proposed Company, and to guarantee the payment of interest or dividend upon the said capital.

The Bill will also enable the proposed Company on the one hand, and the said Great Northern Railway Company on the other hand, from time to time to enter into and fulfil agreements for and in respect of the following matters: the working, management, maintenance, and use of the intended railway, or any part or parts thereof respectively; 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 contracting Companies; and the division and appropriation of the revenue arising from that traffic. The Bill will also authorize the appointment of joint committees, for carrying into effect any such agreements as aforesaid, and it will confirm any agreement already made, or which, prior to the passing of the Bill, may be made, touching any of the matters 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 following; and of any other Acts relating to the Great Northern Railway Company, 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., 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; the 23 and

24 Vic., cap. 168; and the 24 and 25 Vic., cap. 70.

Duplicate plans and sections, describing the line and levels of the said intended railway, and the lands, houses, and other property, which may be required for the same; books 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; a published map, showing the general line and direction of the said railway, 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 Middlesex, at his office, at the Sessions House, Clerkenwell, and a copy of so much of the said plans, sections, and books of reference, as relates to the parishes in which any part of the said railway will be constructed, or in which any lands, houses, or other property intended to be taken, are situate, will, together with a copy of this notice, be deposited for public inspection on or before the said 30th day of November, with the parish clerk of each such parish, at his residence, excepting in the case of St. Mary, Islington, in respect of which the before-mentioned documents will be deposited with the Clerk of the Vestry of that parish, at the Vestry Office, Upper-street, Islington.

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

Dated this 1st day of November, 1861.

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

Hargrove and Fowler, 47, Parliament-street, Westminster; Solicitors for the Bill.

Banstead and Epsom Downs Railway.

(Incorporation of Company for making and maintaining a Railway from the Sutton Station of the Croydon and Epsom Branch of the London Brighton, and South Coast Railway Company to Banstead and Epsom Downs.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to incorporate a Company for the purpose of making and maintaining a railway, commencing in the parish of Sutton, in the county of Surrey, by a junction with the line of the Croydon and Epsom Branch of the London Brighton and South Coast Railway, at a point about eight chains eastward of the eastern face of the parapet of the bridge which carries the Reigate turnpike-road over the said Croydon and Epsom branch of the said London Brighton and South Coast Railway, near Sutton Station, in the said parish of Sutton, and terminating at a point about one yard south-east of the gate opening from Epsom Downs, into a field, the property of Mr. Gadsden, in the occupation of Mr. Thomas Coote, and part of Longdown Farm, situate in the parish of Ewell, in the county of Surrey, and which said field is bounded on its southern side by a public road leading on to Epsom Downs, by the finger-post on Epsom Downs, near Buckle's Gap, together with all proper stations, depôts, works, approaches, and conveniences connected therewith, which said intended railway and other works will be made in, and pass from, in, through, or into the several parishes, extra-parochial, and other places following, or some of them; that is to say, Sutton, Cheam, Banstead, Cuddington, Ewell, and Epsom, all in the county of Surrey. And it is further proposed by such intended Act to take powers for the purchase, by the said in-

tended Company, of lands and houses, buildings, tenements, and hereditaments, by compulsion or agreement, for the purposes of the said intended railway and works, or some of them so intended to be authorized as aforesaid, and to vary, repeal, or extinguish all existing rights and privileges in any manner connected with the lands and houses, buildings, tenements, and hereditaments proposed to be purchased or taken, or which would in any manner impede or interfere with the construction, maintenance, or use of the said railway and works, and to confer other rights and privileges, and also to levy tolls, rates, and duties for the use of the said intended railway and works, and to raise money on the credit of the said railway and works, and of the said tolls, rates, and duties, for the purposes of the said intended Act.

And it is also proposed by the said intended Act to take power to deviate in the construction of the said railway and works connected therewith, to such extent as will be shown or defined on the plans hereinafter referred to, and to break up, alter, divert, and stop up, either permanently or temporarily, as the case may require, all highways, streets, turnpike, and other roads, footpaths, railways, tramways, bridges, streams, rivers, watercourses, sewers, pipes, and drains, within or adjoining, or near to the aforesaid parishes, townships, townlands, extra-parochial or other places aforesaid, or any of them with which it may be necessary to interfere in the construction, or for purposes of the said intended railway and works.

And it is also proposed by the said Act to enable the Company to be incorporated as aforesaid, and the London Brighton and South Coast Railway Company to enter into and to carry into effect any agreements and arrangements which they may make with respect to the working and use of the said intended railway, or with respect to the use of the said Sutton station and the conveniences connected therewith.

And notice is hereby further given, that so far as it may be necessary for carrying into effect all or any of the above objects, it is intended to alter, amend, extend, vary, enlarge, or repeal the powers and provisions of the several Acts of Parliament following, relating to the London Brighton and South Coast Railway Company, or the said Croydon and Epsom branch of the said railway; namely:—5 and 6 William 4, cap. 10; 6 and 7 William 4, cap. 121; 7 William 4, and 1 Vic., cap. 119; 1 and 2 Vic., cap. 20; 2 and 3 Vic., cap. 18; 3 and 4 Vic., cap. 127; 6 and 7 Vic., caps. 27 and 62; 7 and 8 Vic., caps. 67, 91, 92, and 97; 8 and 9 Vic., caps. 52, 113, 196, 199, and 200; 9 and 10 Vic., caps. 54, 63, 64, 68, 69, 83, 234, 281, and 283; 10 and 11 Vic., caps. 167, 244 and 276; 11 and 12 Vic., cap. 136; 16 and 17 Vic., caps. 41, 86, 88, 100 and 180; 17 and 18 Vic., caps. 61, 68, and 210; 18 and 19 Vic., caps. 114 and 167; 19 and 20 Vic., caps. 87, 92 and 105; 20 and 21 Vic., caps. 60, 133 and 143; 21 and 22 Vic., caps. 57 and 84; 22 and 23 Vic., caps. 69, 81, 98, 112, 125 and 134; 23 and 24 Vic., caps. 109 and 171; and 24 and 25 Vic., caps. 120 and 174.

And notice is hereby further given, that on or before the 30th day of November instant, maps, plans, and sections, describing the directions, line and levels of the said intended railway and works, and the lands 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 the occupiers of such lands, and also a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office at Lambeth, in the said

county; and that on or before the same 30th day of November, a copy of so much of the said plans, sections, and book of reference, as relates to each parish, or extra-parochial place in, or through which the said intended railway and works are proposed to be made, together with a copy of this notice, published as aforesaid, will be deposited as follows; that is to say, in the case of parishes with the parish clerk of each such parish, at his residence; and in case of any extra-parochial place, or of a parish having no clerk, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this fifteenth day of November, 1861.

The Leeds New Gas Company.

(Increase of Capital; Creation of Debenture Stock; Extension of District; Repeal or Alteration, and Amendment of Act; Additional Powers, and other purposes.)

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

To repeal, alter, amend, and enlarge some of the powers and provisions of the "Leeds New Gas Company's Act, 1854," or wholly to repeal the said Act, and to consolidate all or some of the provisions thereof, and of the provisions necessary for the several objects comprised in this notice into one Act, and to confer upon "The Leeds New Gas Company" herein called "the Company"), all their existing, and also further and additional powers.

To enable the Company to raise additional capital, by the creation and issue of additional shares or stock, and by borrowing on mortgage or bond or by all or any of those modes.

To repeal so much of the Company's existing Act as restricts the Company from converting borrowed money into capital, and to enable the Company from time to time, to convert the whole or any part of their then existing mortgage and bond debt into stock.

To enable the Company to create and issue debenture stock, for the purpose of paying off, or otherwise discharging the principal of the mortgage and bond debts of the Company for the time being, and of raising any sum which they may then be authorized to raise by mortgage or bond, and to authorize the creation and issue of such stock, to the extent of the then existing and authorized borrowing powers of the Company for the time being unexercised, and to make such debenture stock a charge on the revenue of the Company, either subject to, or ranking *pari passu*, with any then existing or future mortgages or bonds of the Company.

To prescribe or authorize the Company, or the Directors thereof to prescribe the time and mode and terms of issue of the additional shares, or stock, or debenture stock to be created under the said Bill, or by virtue thereof, and to authorize the sale of all or any of such shares or stock, or debenture stock, by auction, or otherwise, and to prescribe the rate or rates of dividend to be attached to such shares or stocks, or any part thereof respectively, and either with or without any preference or priority in the payment of such dividend, or any other special privilege or advantage, and

either subject or not subject to any special conditions or restrictions which the Company or directors may think expedient.

To enable the Company to convert their existing, and any future share capital into stock.

To limit the amount of stock or shares, or of stock and shares in the existing and new capital, or either of them, in respect of which proprietors may vote at meetings of the Company, and to repeal, alter, and amend the provisions of the said Act with respect to voting.

To make further provision with respect to the regulation and augmentation of the capital of the Company, and to vary or alter the rights and privileges of the existing stockholders and shareholders of the Company.

To enable the Company to supply gas beyond the limits authorized by their existing Act, and for that purpose to extend their mains, pipes, and works into the township of Roundhay, in the parish of Barwick in Elmet, in the West Riding of the county of York, and to enable the Company to light the public streets, roads, and places within such township, and also to supply public and other buildings, and public bodies, and individuals within the same with gas, and to extend to such township, all the powers of the Company within their existing district, and to confer upon the Company all other necessary powers for supplying gas, and for carrying on the usual business of a Gas Company within such township, and for breaking up streets, roads, and places, and laying down, replacing, and repairing mains, pipes, and other works within such township.

To enable the Company to levy and collect rents and charges for the gas, and for the use of meters and fittings to be supplied by them under the powers of the said Bill, within the before-mentioned township, and to grant total or partial exemptions from the payment of such rents and charges, and to confer on the Company additional powers for the recovery of rents and charges for the supply of gas, and for the purchase or use of meters, and of other monies due to the Company.

To vary or extinguish all rights, privileges, or exemptions which would in any manner interfere with any of the objects or purposes mentioned in this notice, and to confer, vary, or extinguish other rights, privileges, and exemptions.

To extend to the objects of the said Bill, all or some of the provisions of the existing Act of the Company, and to incorporate with the said Bill all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," and "The Gas Works Clauses Act, 1847," and any other provisions which may be deemed necessary or expedient for any of the objects mentioned in this notice and intended to be provided for by the said Bill.

And it is intended by the said Bill, as far as may be necessary, for effecting all or any of the objects and purposes thereof, or otherwise, to repeal, alter, or amend all or some of the powers and provisions of the Local and Personal Acts of Parliament following; (that is to say): the 17 and 18 Vic., cap. 58, relating to the Leeds and Collingham turnpike-road; and the 10 Geo. 4, cap. 90, relating to the Leeds and Roundhay turnpike-road; and of any other Act or Acts of Parliament in force within the before-mentioned township which can, in any manner, interfere with the objects of the said Bill, and to make other provisions in lieu thereof.

Printed copies of the intended Bill will, on or before the 23rd day of December next, be

deposited in the Private Bill Office of the House of Commons.

Dated this 16th day of November, 1861.

Snouidon and Son, Leeds, Solicitors for the Bill.

Ceylon Railway Company.

(Repeal of Act; Dissolution of the Company.)

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 repeal the Ceylon Railway Company's Act, 1856."

To dissolve the Ceylon Railway Company, and to make provision for winding-up its affairs, and to ratify and confirm all past proceedings of the Company or the directors thereof:

To vary or extinguish all rights and privileges granted by the said Act, and also to vary or extinguish all or any contracts, agreements, or arrangements made with the Government of Ceylon or any company, corporation, owners, lessees, and occupiers of property, or other parties with reference to the undertaking, and to confer, vary, or extinguish other rights and privileges:

To make all provisions incidental or accessory to the purposes aforesaid, or which may be necessary by reason of or for the purpose of more fully giving effect to arrangements made between the Company and the Government of Ceylon or Her Majesty's Secretary of State for the Colonies.

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

Dated this 22nd day of November, 1861.

Crowder Maynard, and Co.,

On behalf of the Government of Ceylon;

Wilson, Bristows, and *Carpmael*,

On behalf of the Ceylon Railway Company;

Solicitors for the Bill.

The Master of the Rolls at Chambers.

Tuesday, the 26th day of November, 1861.

In the Matter of the Joint Stock Companies Winding-up Acts 1848 and 1849, and of the Joint Stock Companies Winding-up Amendment Act, 1857; and in the Matter of the National Assurance and Investment Association.

THE Master of the Rolls, the Judge to whose Court this matter is attached, has this day appointed Robert Palmer Harding, of No. 3, Bank-buildings, in the city of London, and No. 5, Serle-street, Lincoln's-inn, in the county of Middlesex, Accountant, to be the Official Manager of the above-named Company.

The Master of the Rolls at Chambers.

In the Matter of the Joint Stock Companies Winding-up Acts, 1848 and 1849, and of the Joint Stock Companies Winding-up Amendment Act, 1857, and in the Matter of the National Assurance and Investment Association.

NOTICE is hereby given, that all parties claiming to be creditors of the above-named Company are to come in and prove their debts on or before the 27th day of November, 1861, before the Master of the Rolls, the Judge of the High

Court of Chancery, to whose Court the winding up of this Matter is attached, at his Chambers, Rolls-yard, Chancery-lane, in the county of Middlesex, and until they shall so come in they will be precluded from commencing or prosecuting any proceeding for recovery of their debts; and notice is hereby further given, that the said Judge has appointed Wednesday, the 4th day of December, 1861, at twelve o'clock at noon precisely, at his Chambers as aforesaid, for hearing and adjudicating upon the claims, and the creditors of the said Company are hereby called upon by the said Judge to meet before him on the said 4th day of December, 1861, at twelve o'clock at noon for the purpose of appointing one or more person or persons to represent all the creditors of the said Company in or about the proceedings before him or in and about so many, and such of the same proceedings as to the said Judge shall from time to time seem expedient.

Dated this 18th day of November, 1861.

In the Matter of the Joint Stock Companies Winding-up Acts, 1848, 1849, and 1857; and in the Matter of the North Whcal Exmouth Mining Company.

NOTICE is hereby given, that a petition for the dissolution and winding up of the above Company, was on the 26th day of November, 1861, presented to the Master of the Rolls, and that it is expected such petition will be heard before the Master of the Rolls, on Saturday the 7th day of December, 1861; and any person desirous to oppose the making of an Order absolute for the dissolution and winding up of the said Company, under the said Acts, should appear at the time of hearing by himself or his counsel for that purpose; and a copy of the petition shall be furnished to any contributory of the said Company requiring the same by the undersigned, on payment of the regulated charge for the same.

William Jones, Solicitor for the Petitioner, 20, King's Arms-yard, Coleman-street, London.

[Extract from the Trinidad Royal Gazette of 2nd October.]

TRINIDAD.—In the Supreme Civil Court. No. 654.

In the matter of the humble petition of Montrose Placide Dumaine, of Victoria Village, in the South Naparima Eastern Ward, in the Island of Trinidad, Licensed Distillor.

PUBLIC NOTICE is hereby given, that by an order of this Honorable Court, made in the above matter this day, Montrose Placide Dumaine, of Victoria Village, South Naparima Eastern Ward, in the said island, Licensed Distiller, is adjudged an Insolvent; and Schedule required by the Ordinance "for giving relief to Insolvent Debtors," has been duly filed in my office by the said Montrose Placide Dumaine, and that the said Montrose Placide Dumaine will be brought up, or appear before this Honorable Court, at the Court House, in the Town of Port of Spain, in the said Island of Trinidad, on Wednesday, the 5th day of February, which will be in the year of our Lord, 1862, then and there to be dealt with according to the Provisions of the Ordinance for giving relief to Insolvent Debtors.—Dated this 17th day of September, 1861.

Philip Gomez, Acting Registrar.

SALE OF OLD STORES AT DEVONPORT.

Admiralty, Somerset-Place,
November 22, 1861.

THE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland do hereby give notice, that on Wednesday the 11th December next, at ten o'clock in the forenoon, the Admiral Superintendent will put up to sale, in Her Majesty's Dock Yard at Devonport, several lots of

OLD STORES ;

Consisting of Old Rope, Shakings, Spunyard, Sacking, Hammocks, Canvas, Hemp, Tyers and Rakings, Coal Sacks, Lignum Vitæ, Cast Iron, Carpeting, &c., &c., &c.,

all lying in the said Yard.

Persons wishing to view the lots must apply to the Superintendent for notes of admission for that purpose.

Catalogues and conditions of sale may be had here and at the Yard.

SALE OF OLD STORES AT PORTSMOUTH.

Admiralty, Somerset-Place,
November 25, 1861.

THE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland do hereby give notice, that, on Wednesday the 18th of December next, at twelve o'clock at noon, the Admiral Superintendent will put up to sale, in Her Majesty's Dock Yard at Portsmouth, several lots of

OLD STORES ;

Consisting of Old Rope, Oakum, Hemp Cuttings and Rakings, Leather, Old Broken Steel, Carpeting, Bedsteads, &c., &c., &c.

all lying in the said Yard.

Persons wishing to view the lots must apply to the Superintendent for notes of admission for that purpose.

Catalogues and conditions of sale may be had here and at the Yard.

SALE OF HER MAJESTY'S SHIPS.

Department of the Storekeeper-General of the Navy, Somerset-Place, November 14, 1861.

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 Friday the 29th instant, at two o'clock, they will be ready to receive sealed Tenders for the purchase of Her Majesty's undermentioned Ships lying at Devonport:—

	Tons.
Portland... ..	1476
Lively	1080
Pallas	951
Spider	182
Spartan	918
Pilot	485
Express	362
Peterel	359
Pandora	319
Lapwing	228
Crane	359
Arrow	477
Lynx	477
Viper	477

No tender will be received after two o'clock on the day of Treaty.

Every tender must be addressed to the Secretary of the Admiralty, and bear in the left hand corner, the words "Tender for the purchase of Her Ma-

jesty's Ship," and must also be delivered at Somerset-place.

Persons wishing to view the Ships must apply to the Superintendent of Her Majesty's Dock Yard, at Devonport, for notes of admission for that purpose.

Catalogues and Conditions of Sale may be had here and at Devonport.

CONTRACTS FOR FRESH OX BEEF.

Department of the Comptroller of Victualling, Somerset-House,
November 15, 1861.

THE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland do hereby give notice, that on Wednesday the 4th 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, 1862, 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, Hawke Roads, and in the Humber
- Jersey and Guernsey
- Littlehampton
- Liverpool
- London Bridge to Woolwich, inclusive
- Lymington
- Milford Haven, Pembroke and Pater
- North Shields
- Penzance
- Plymouth (Oxen)
- Portland and Portland Roads
- Portsmouth (Oxen)
- Ramsgate
- Sheerness, from below Gillingham to the Great Nore, inclusive
- Southampton
- Weymouth
- Yarmouth

SCOTLAND.

- Ardrishaig
- Granton
- Greenock
- Leith, Leith Roads, and Frith of Forth
- Queensferry
- Stornoway
- Portree

IRELAND.

- Belfast and Carrickfergus
- Kingstown and Dublin
- Mill Cove (Berehaven)
- Queenstown and Kinsale

N.B. The contractors are to supply good, fat, well-fed Ox Beef, as NO HEIFER MEAT will be admitted.

Separate tenders must be made for each port, and no attention will be paid to any offers not so made.

None of the contracts to be sub-let, and the cattle for Chatham and Sheerness to be slaughtered on the spot.

The contractor for any of the above places is to reside on the spot, or to have an agent resident there.

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, Sheerness and Pembroke; 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, Harwich, Hull, Jersey and Guernsey, Yarmouth, Penzance, Ramsgate, Weymouth, Greenock, Stornoway, Shields, and to the Postmaster 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 £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 of Victualling, Somerset-House, November 16, 1861.

THE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland do hereby give notice, that, on Wednesday the 4th 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 January, 1862, to the 31st of March, 1864, both days included, viz. :—

ENGLAND.

Dover
Gravesend
Greenhithe
Hastings

SCOTLAND

Portree
Ardrishaig

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.

The contractor for any of the above places is to reside on the spot, or to have an agent resident there.

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 Officer conducting the Packet Service at Dover, and to the Postmaster 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.

CONTRACTS FOR RUM, SUGAR, TEA, SPLIT PEAS, AND COCOA.

Department of the Comptroller of Victualling and Transport Services, Somerset House, November 18, 1861.

THE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland do hereby give notice, that, on Wednesday the 27th instant, at half past one o'clock, they will be ready to treat with such persons as may be willing to contract for supplying and delivering into Her Majesty's Victualling Stores at Deptford, the undermentioned articles; viz. :—

Rum, 50,000 gallons; to be delivered in three weeks from the date of contract, or earlier if preferred by the party tendering.

Sugar, 300 tons; half to be delivered in three weeks, and the remainder in three weeks afterwards, or earlier if preferred by the party tendering.

Tea, 100,000 lbs.; half to be delivered in three weeks, and the remainder in three weeks afterwards, or earlier if preferred by the party tendering.

Split Peas, 600 quarters; half to be delivered in three weeks, and the remainder in three weeks afterwards, or earlier if preferred by the party tendering.

Cocoa, 200 tons; half to be delivered in three weeks, and the remainder in three weeks afterwards, or earlier if preferred by the party tendering.

Tenders may be made for the whole or any portion of the articles.

Payment for the rum will be made for the proof gallons to one-tenth of a gallon, the liquid contents being ascertained to the half gallon.

Their Lordships reserve to themselves the power, when the tenders are opened, of contracting either for the whole, or for such part thereof only as they may deem fit, or for a greater quantity, or of not contracting for any, and also an unlimited power of selection.

The rum, sugar, tea and cocoa, to be exempted from the Customs' duties, and parties tendering are to state where they are lying.

Samples of the rum to be sent in pints for each Import Mark, and the average strength of each Mark Ex to be stated, and not an average of different marks or strengths of several imports;

and any parcel of rum that is found not to be of the same quality, mark, or average strength of the sample tendered and accepted, will be rejected by the officers.

Each tender for sugar must specify the mark and landing number of each cask or package, the ship in which imported, and the country or place of its growth or produce, and an average sample (not less than 2 lbs. for each import mark) must be produced by the parties tendering, and not an average of different marks or several imports, and any parcel that is found not to be of the same mark or average quality as the samples tendered and accepted, will be rejected by the officers.

Samples of the split peas (not less than two quarts), of the tea (not less than 2 lbs. from the Bonded Warehouse), and of the cocoa (not less than 2 lbs.), 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 modifications of the conditions of the contracts, which may be seen at the said office, and at Liverpool and Bristol.

No tender will be received after half past one o'clock on the day of treaty, and it will not be required that the party tendering, or an agent on his behalf, should attend at the Office on the day of contract, as the result of the offer received from each person will be communicated to him and his proposed sureties in writing.

Every tender must be addressed to the Secretary of the Admiralty, and bear in the left-hand corner the words "Tender for _____," and must also be delivered at Somerset-House.

CONTRACT FOR NORTH AMERICAN MASTS, YARDS, BOWSPRITS, TIMBER, &c.

Department of the Storekeeper-General of the Navy, Somerset-Place, November 20, 1861.

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 10th December next, at two o'clock, they will be ready to treat with such persons as may be willing to contract for supplying Her Majesty's Dock Yards with

NORTH AMERICAN

Yellow Pine Masts, Yards, and Bowsprits, Ash Oar Rafters, and Spruce and Yellow Pine Deals, Red Pine, Yellow Pine, and Rock Elm Timber.

A form of the tender, the conditions of the contract, and a distribution of the articles may be seen at the said Office.

No tender will be received after two o'clock on the day of treaty, nor will any be noticed unless the party attends, or an agent for him duly authorized in writing.

Every tender must be addressed to the Secretary of the Admiralty, and bear in the left-hand corner the words "Tender for North American Goods," 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 £5,000 for the due performance of the contract.

CONTRACT FOR HONDURAS MAHOGANY TIMBER.

Department of the Storekeeper-General of the Navy, Somerset-Place, November 23, 1861.

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 17th December next, at two o'clock, they will be ready to treat with such persons as may be willing to contract for supplying Her Majesty's several Dock Yards with

HONDURAS MAHOGANY TIMBER.

A form of the tender, the conditions of the contract, a specimen of the timber, and a distribution, may be seen at the said Office.

No tender will be received after two o'clock on the day of treaty, nor will any be noticed unless the party attends, or an agent for him duly authorized in writing.

Every tender must be addressed to the Secretary of the Admiralty, and bear in the left-hand corner the words "Tender for Honduras Mahogany Timber," 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 £5,000 for the due performance of the contract.

National Industrial Life Assurance and General Deposit and Advance Company, 29, New Bridge-street, Blackfriars, E.C.

NOTICE is hereby given, that an Ordinary General Meeting of the shareholders of this Company will be held at the offices, as above, on Thursday, the 12th December next, at eleven o'clock in the forenoon, to receive the report of the Directors, and to transact the ordinary business of the Company.—Dated this 25th November, 1861.

Charles Woodroffe, Secretary.

NOTICE is hereby given, that the Partnership heretofore subsisting between Alfred Clegg, late of Manchester, in the county of Lancaster, Gentleman, and the undersigned Robert Alfred Dorrington, of Manchester aforesaid, as Commission Agents and Woollen Merchants, under the firm of A. Clegg and Company, was dissolved on the 7th day of July, 1861, by the death of the said Alfred Clegg.—Dated this 19th day of November, 1861.

Rob. Alfred Dorrington.

Matthew Kennedy,

Robert Kershaw,

Executors of the said Alfred Clegg

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Jehoiada Rhodes and Thomas Rhodes, as Manufacturers of Silver-Plated Goods, at Sheffield, in the county of York, under the firm of Rhodes Brothers, was dissolved by mutual consent on the 20th day of November instant. All debts due to and owing by the said firm will be received and paid by the said Jehoiada Rhodes.—Dated the 21st day of November, 1861.

Jehoiada Rhodes.

Thomas Rhodes.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Charles Marsden and Abraham Thackrah, carrying on business at Halifax, in the county of York, as Wire Drawers, under the style or firm of Marsden and Thackrah, has been this day dissolved by mutual consent.—Dated this 23rd day of November, 1861.

Charles Marsden.

Abraham Thackrah.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, in the business of Booksellers and Publishers, heretofore carried on by them under the firm of W. Kent and Co., at Nos. 23, 51, and 52, Paternoster-row, in the city of London, was this day dissolved by consent, so far as concerns the said John Bullock.—Dated this 17th day of September, 1861.

William Kent.

John Bullock.

NOTICE is hereby given, that the Copartnership heretofore subsisting between us the undersigned, as Auctioneers and Licensed Appraisers, of Hull and Beverley, under the firm of Pardou and Bainton, was this day dissolved by mutual consent.—Dated this 7th day of November, 1861.

Wm. Purdon.
John Bainton.

NOTICE is hereby given, that the Partnership heretofore existing between us the undersigned, parties carrying on business at Cardiff, Glamorganshire, as Drapers, has been dissolved by mutual consent.—Dated this 16th day of November, 1861.

Joseph Lockey.
James Thurlow.

NOTICE is hereby given, that the trades or businesses of Cabinet Makers, Carvers, Gilders, and Upholsterers, carried on by us the undersigned George Eadon the elder, and Edward Eadon, of Sheffield, in the county of York, in partnership together at Sheffield aforesaid, was this day dissolved as on and from the 26th day of February last.—Witness our hands this 18th day of November, 1861.

George Eadon.
Edw. Eadon.

NOTICE is hereby given, that the Partnership lately subsisting between the undersigned Henry Dale and Robert Dale, carrying on business at Woolwich, in the county of Kent, and at Edmonton, in the county of Middlesex, as Drapers, under the style or firm of H. and R. Dale, was this day dissolved by mutual consent, and in future the business at Woolwich will be carried on by the said Robert Dale, and that at Edmonton, by the said Henry Dale.—Witness our hands this 19th day of November, 1861.

Henry Dale.
Robert Dale.

NOTICE.—The Partnership heretofore existing between us as Printers, in Dover, in the county of Kent, is this day dissolved by mutual consent.—Dated the 19th day of November, 1861.

Flavius Farmar.
Edwin James Bournier.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned Thomas Smith and James Garsden Kenyon, both residing and carrying on business at Acrofton, in the county of Lancaster, as Wappers and Winders, under the style or firm of Smith and Kenyon, was this day dissolved by mutual consent.—As witness our hands this 19th day of November, 1861.

Thomas Smith.
James Garsden Kenyon.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Peregrine Dixon Lazonby, Robert Walker Taylor, and George Beer, the younger, of Aire-street, Leeds, in the county of York, as Woollen Cloth Merchants, has been this day dissolved, so far as the undersigned George Beer, the younger, is concerned, by mutual consent. All debts due and owing to and by the said partnership will be received and paid by the undersigned Peregrine Dixon Lazonby and Robert Walker Taylor.—Dated this 20th day of November, 1861.

Peregrine Dixon Lazonby.
Robert Walker Taylor.
George Beer, jr.

NOTICE is hereby given, that the Partnership formerly subsisting between the undersigned Watkin Anwyl and Evan Jones Anwyl, as Grocers, Drapers, Ironmongers, and General Merchants, carrying on business at Dolgelly, in the county of Merioneth, under the style or firm of "Anwyl and Son," was dissolved on the 20th day of April, 1861, by mutual consent, and that all debts will in future be received and paid by the said Evan Jones Anwyl, by whom the said business will henceforth be carried on.—Dated this 23rd day of November, 1861.

Watkin Anwyl.
Evan Jones Anwyl.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned Joseph Greaves and Thomas Brandreth, both residing in Stockport, and heretofore carrying on business at No. 22, Chester-gate, Stockport, in the county of Chester, as Drapers and Milliners, under the style or firm of Greaves and Company, was dissolved on the 24th day of October, 1860, by mutual consent. All debts due and owing to or by the said firm at the date of the said dissolution will be received and paid by the said Joseph Greaves, who hath alone carried on the said business since that time.—As witness our hands this 21st day of November, 1861.

Thomas Brandreth.
Joseph Greaves.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, as East India Agents, at No. 7, Shoe-lane, in the city of London, ceases from this day.—Dated this 22nd day of November, 1861.

John Sparks.
Chas. T. Sparks.

NOTICE is hereby given, that the Partnership heretofore carried on at Shelderslow, and for the last three years and upwards at Bridgewater Mill, Union-street, Oldham, in the county of Lancaster, by the undersigned Benjamin Whiteley, James Buckley, and Abraham Fallows, under the firm of "Benjamin Whiteley and Company," Cotton Spinners and Doublers, is and stands dissolved as and from the date hereof, so far as relates to the undersigned James Buckley, and that the said business is intended to be carried on by the said Benjamin Whiteley and Abraham Fallows, to and by whom all debts due to or by the said late firm are to be paid and discharged.—As witness our hands this 22nd day of November, 1861.

Benjamin Whiteley.
James Buckley.
Abraham Fallows.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, John Taylor, William Taylor, and Thomas Taylor, carrying on business together as Builders, at Walsall, in the county of Stafford, under the style or firm of "J. W., and T. Taylor," was on the 20th day of November instant, dissolved by mutual consent, and that the business heretofore carried on by us will be henceforth carried on by the said John Taylor and Thomas Taylor, by whom all debts due to and owing from the said partnership will be received and paid.—Dated this 22nd day of November, 1861.

William Taylor.
John Taylor.
Thomas Taylor.

NOTICE is hereby given, that the Partnership heretofore subsisting between us, Joseph Clayton Gill and John Barratt, trading under the style or firm of Gill and Barratt, as Smiths and Wheelwrights, at Cheadle Heath, in Cheadle, in the county of Chester, is dissolved by mutual consent; and that the business will in future be carried on by the said Joseph Clayton Gill, at his smithy at Cheadle aforesaid, by whom all debts due to and owing by the said firm will be received and paid.—Dated this 15th day of November, 1861.

Joseph Clayton Gill.
John Barratt.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Edward Hirst and William Woodhead, as Grocers, Drapers, and Corn Dealers, at Bird's Edge, in Denbigh, in the county of York, under the style or firm of Woodhead and Company, has been this day dissolved by mutual consent.—Dated this 20th day of November, 1861.

Edward Hirst.
William Woodhead.

NOTICE is hereby given, that the steam-engines, boilers, shafting, gearing, steam-pipes, fixed and moveable machinery, apparatus, matters and things fixed, set up, or being in or upon the mill or factory buildings and premises, situate in the township of Knutton, in the parish of Woolston, in the county of Stafford, lately occupied by Mr. John Waugh Dawson, but now by me, the undersigned James Whittaker Evans, as tenant thereof, are the absolute property of the undersigned James Haigh, John Staniar, and Stephen Dawson, and that I the said James Whittaker Evans, have no property or interest therein, otherwise than the use thereof, with an optional power of purchase, upon the terms and conditions mentioned and contained in a certain indenture of lease granted by the said James Haigh, John Staniar, and Stephen Dawson, to me the said James Whittaker Evans. And notice is hereby further given, that all the said articles and effects are particularized in the schedules which form part of the said indenture of lease, and that a counterpart of the said indenture of lease is deposited and may be inspected at the offices of John Gordon, Solicitor, Bolton.—Dated this 20th day of November, 1861.

JAMES HAIGH.
JOHN STANIAR.
STEPHEN DAWSON.
J. W. EVANS.

EMILY MANN, Deceased.

Pursuant to the Act of Parliament, made and passed in the 22nd and 23rd years of the reign of Her present Majesty, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claims or demands against or upon the estate of Emily Mann, late of No. 19, Stock Orchard Villas, Holloway, in the county of Middlesex, Spinster (who died at Stock

Orchard Villas aforesaid, on the 26th day of December, 1860, intestate, and of whose estate and effects letters of Administration were granted by the Principal Registry of Her Majesty's Court of Probate, on the 23rd day of March, 1861, to Delia Mann, of Stock Orchard Villas aforesaid, Spinster, the natural and lawful sister, and one of the next of kin of the said intestate) are required to send particulars of such claims or demands to us, the undersigned, at our offices, No. 141, Fenchurch-street, in the city of London, the Solicitors of the said administratrix, on or before the 16th day of January next. And notice is hereby further given, that after the said 16th day of January next, the said administratrix will distribute the whole of the assets of the said intestate, having regard only to the claims of which she shall then have had notice, and she will not be liable for all or any part of such assets so distributed to any person of whose claims she shall not then have had notice.—Dated this 19th day of November, 1861.

HOWARD and DALLMAN, No. 141, Fenchurch-street, Solicitors for the said Administratrix.

MARY ANN BARRAUD, Deceased.

NOTICE is hereby given (pursuant to the provisions of the Act of Parliament of the 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."), for all creditors and other persons having any claims or demands against the estate of Mary Ann Barraud, late of No. 1, Eden Villas, Knights-hill, Lower Norwood, in the county of Surrey, Widow, (who died on the 16th day of October last, and whose will was proved on the 30th day of October last, in the Principal Registry of Her Majesty's Court of Probate, by Hilton Paul Barraud, of No. 41, Cornhill, in the city of London, the sole executor), to send, in to the executor, at our office, No. 30, Clement's-lane, Lombard-street, London, the full particulars of such claims and demands, by or before the 1st day of February, 1862, as on or after that day, the executor will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims (if any), of which he shall then have notice, and that he will not be liable for the assets so distributed, or any part thereof, to any person of whose claim he shall not have had notice.—Dated this 23rd day of November, 1861.

MADDOX and WYATT, Solicitors to the Executor, No. 30, Clement's-lane, Lombard-street, London.

CAPTAIN JAMES HUNT, Deceased.

Pursuant to an Act of Parliament, 22nd and 23rd Victoria, chap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that the creditors and all persons having any claims against the estate of James Hunt, late of Her Majesty's Ship *Megara*, at Portsmouth, in the county of Southampton, a Captain in the Royal Navy, who died on the 29th of March, 1860, at Haslar Hospital, Gosport, in the said county, are to send the particulars of such claims to Clara Hunt and Annie Victoria Hunt, of Priory Cottage, Tilehurst, near Reading, in the county of Berks, Spinsters, to whom, as the lawful attorneys of John Cabrin Hunt, of East London, Buffal-mouth, in British California, letters of administration, with the will of the said James Hunt annexed, have been granted by the Principal Registry of Her Majesty's Court of Probate, or to us, the undersigned, their solicitors, on or before the 1st day of March next, after which day the said administratrix will distribute the assets of the said deceased amongst the parties entitled thereto, having regard to the claims of which they shall then have had notice, and that the said administrators will not be liable for the assets, or any part thereof, so distributed to any person of whose claim they shall not then have had notice.—Dated this 20th day of November, 1861.

BLANDY and BLANDY, No. 1, Friar-street, Reading, Solicitors of the said Administrators.

JAMES NICHOLSON, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, Queen Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that creditors and all other persons having claims or demands against or affecting the estate of James Nicholson, late of Temple Sowerby, in the county of Westmorland, Farmer, deceased, who died on the 6th day of July, 1861, and whose will was proved on the 1st day of October, 1861, in Her Majesty's Court of Probate, of the District Registry of Carlisle, by Joseph Benson Dixon, of Temple Sowerby aforesaid, Gentleman; John Nicholson, of the same place, Farmer, and James Bradley, of the same place, Grocer, the executors named in the said will, are hereby required to send in particulars of their claims against the estate of the said testa-

tor, to the said executors, or to me, the undersigned, Solicitor, on or before the 30th day of December next. And notice is hereby given, that after the expiration of the above mentioned time, the said executors will proceed to distribute the assets of the said testator among the parties entitled thereto, having regard to the claims or demands of which they shall then have had notice, and that they will not be liable for the assets, or any part thereof so distributed, to any person, of whose claims or demands they shall not have had notice at the time of such distribution.—Dated this 21st day of November, 1861.

CARLETON VARTY, Solicitor to the said Executors.

Mrs. CHARLOTTE BISSE, 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 claims upon or against the estate of Mrs. Charlotte Bisse, late of No. 49, Green-street, Park-lane, in the county of Middlesex, widow (who died on the 3rd day of October, 1861, at No. 49, Green-street aforesaid, and whose will was proved on the 26th day of October, 1861, in Her Majesty's Court of Probate, by John George Green, of Buckden, in the county of Huntingdon, Esq., and Henry Raine Barker, of No. 14, Fitzroy-square, Esq., the executors named in the said will), are, on or before the 1st day of January, 1862, to send to the said executors, or to their Solicitor, Mr. Joseph Aldridge, at No. 27, Montague-place, Russell-square, Middlesex, such their claims against the estate of the said testatrix; and notice is hereby further given, that immediately after the said 1st day of January, 1862, the said executors will distribute the whole of the assets of the said testatrix among the parties entitled thereto, having regard only to the claims of which the executors shall then have had notice.—Dated this 19th day of November, 1861.

JOSEPH ALDRIDGE, No. 27, Montague-place, Russell-square.

MARK SANDFORD, Deceased.

Notice to Creditors.

Pursuant to Statute 22 and 23 Vict., cap. 35, s. 29.

THE creditors of, or claimants against, the estate of Mark Sandford, formerly of Martin, in the parish of East Langdon, in the county of Kent, Farmer, who died on the 25th day of October, 1860, are required to send in the particulars of their debts or claims to William Wood Pilcher, of St. Margaret's, at Cliffe, in the said county of Kent, Yeoman, Richard Gibbon Davey, of Walmer, in the same county, Surgeon, the executors of the will of the deceased, or to me, their Solicitor, on or before the 6th day of January next; after which period the executors will proceed to distribute the assets of the testator amongst the parties entitled thereto under the said will, without regard to the debts or claims, the particulars whereof shall not have been so sent in, or of which the executors shall not have had notice.—Dated this 21st day of November, 1861.

EDWD. KNOCKER, Solicitor, Castle Hill, Dover.

The Reverend HENRY CLARKE, Deceased.

Pursuant to the Act of Parliament, of the 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that the creditors and all other persons having any debt, claim, or demand against or upon the estate of the Rev. Henry Clarke, late of Gisborough, in the North Riding of the county of York, Clerk in Order, deceased (who died on the 13th day of November, 1861), are requested to send the particulars of their debts, claims, or demands to us the undersigned, the executors of the said deceased, on or before the 1st day of February next; at the expiration of which time we, the said executors, will apply and distribute the assets of the said deceased, pursuant to the provisions of his will, having regard to the debts, claims, or demands of which we shall then have had notice. And we, the said executors, will not be liable for the assets so distributed to any persons of whose debts, claims, or demands we shall not then have had notice.—Dated this 23rd day of November, 1861.

WM. WEATHERILL.
T. T. TREVOR.

DAVID TAYLOR, Deceased.

Pursuant to an Act of Parliament of the 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and others having claims against the estate of David Taylor, late of Liverpool, in the county of Lancaster, Broker, deceased, late a partner in the house of Messrs. Molyneux Taylor and Co., of Royal Bank-buildings, No. 10, Dale-street, Liverpool aforesaid, Brokers, and who died at No. 11, Edge-

lanr, Edge-hill, near Liverpool aforesaid, on or about the 19th November, 1860, and whose will was proved by John Jackson Myers, of Huyton-park, Huyton, in the county of Lancaster, Cotton Broker, and George Henry Parkinson, of Sandfield-cottage, Linacre-marsh, in the same county, Clerk in the house of Messrs. Molyneux, Taylor, and Co., of Royal Bank-buildings, No. 10, Dale-street, Liverpool aforesaid (two of the executors in the said will named), in Her Majesty's Court of Probate in the District Registry of Liverpool, on the 12th day of December, 1860, are to send in their claims to the said John Jackson Myers, at Huyton-park, Huyton aforesaid, and George Henry Parkinson, at Sandfield-cottage, Linacre-marsh aforesaid, on or before the 28th day of February next; at the expiration of which time the said executors will proceed to distribute the assets of the said David Taylor among the parties entitled thereto, having regard to the claims of which the said executors shall then have notice, and will not be liable for the assets, or any part thereof, so distributed to any person of whose claim the executors shall not, at the time of distribution of the said assets, have had notice.—Dated this 21st day of November, 1861.

HERMAN BRADEN, Deceased.

Pursuant to an Act of Parliament, 22nd and 23rd Victoria, cap. 25, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

THE creditors and other persons having claims against the estate of Herman Braden, late of Denmark-street, St. George-in-the-East, in the county of Middlesex, also of Finch-street, Whitechapel, in the same county, and of Leyton, in the county of Essex, Sugar Refiner, deceased (who died on the 22nd day of November, 1852), and whose will was proved by Mary Braden (since deceased), and Martin Brünjes (now residing at No. 6, Olivers-terrace West, Bow-road, Middlesex), the executrix and executor and trustees named therein, in the Prerogative Court of Canterbury, on the 6th day of December, 1852, and of the trusts of which will John Irving, of Ratcliff, Middlesex, Coal Merchant, hath since been appointed a trustee, are requested to send in the particulars of such claims to the undersigned, at his office, No. 4, Regent-terrace, Commercial-road East, Stepney, in the county of Middlesex, on or before the 31st day of December next; and in default thereof the said Martin Brünjes and John Irving will, at the expiration of that time, proceed to distribute the assets of the said Herman Braden amongst the parties entitled thereto, having regard to the claims of which they then shall have had notice; and that they, the said trustees, will not be liable for the assets, or any part thereof, so distributed, to any person of whose claim they shall not then have had notice.—Dated the 23rd day of November, 1861.

W. H. SWEPSTONE, Solicitor to the said Trustees.

**In Chancery,
Northamptonshire.**

TO be Sold, by Mr. Holloway, under an Order of the Court, made in the Matter of an Act of Parliament, made and passed in the 19th and 20th years of the reign of Her present Majesty, intituled "An Act to facilitate Leases and Sales of Settled Estates; and in the Matter of a farm, called the Lodge Farm, or Surney Farm, with the arable and pasture land held therewith, at the George Hotel, Northampton, on Saturday, the 11th day of January, 1862, at two o'clock, P.M., in five lots, or in one lot, the following properties:

Lot 1.—A freehold house, shop, and premises, situate in the High-street, at Long Buckley, in the occupation of Mr. Richard Cottell, Saddler.

Lot 2.—A piece of arable land, with the rope walk and ozier bed thereon, on the western side of the London and North Western Line of Railway, containing 3A. 1R. 22P.

Lot 3.—A piece of arable land, called Tilley-close, containing 4A. 0R. 12P., or thereabouts; also situate on the western side of the London and North Western Line.

Lot 4.—A farm house, with the home-tead and buildings thereon, and about 127A. 0R. 39P. of arable, meadow, and pasture land.

Lot 5.—A moiety of the title rent charge received from an estate at Long Buckley, called Buckley Folly and Lodge House, of the annual value of £15 2s. 8d.

Further particulars, with plans and conditions of sale, may be obtained of Messrs. Tatham and Procter, Solicitors, of No. 36, Lincoln's-inn-fields, London, W.C.; of Mr. Richardson, Solicitor, of No. 15, Old Jewry Chambers, London, E. C.; at the George Hotel, Northampton; and of Mr. Holloway, the Auctioneer, Petford.

Next of Kin.—Re LETITIA BROOKE, Deceased.

PURSUANT to an Order of the High Court of Chancery, made in the Matter of the trusts of an indenture of settlement, dated the 17th day of May, 1816, being the settlement made previously to the marriage of Robert Brooke and Letitia his wife, formerly Letitia Harding, Spinster, and both since deceased, the next of kin of the said Letitia Brooke (formerly Letitia Harding, Spinster):

No. 22569.

late of Margate, in the county of Kent (who died in or about the month of August, 1823), are, by their solicitors, on or before the 3rd day of March, 1862, to come in and prove their claims at the Chambers of the Vice-Chancellor Sir John Stuart, 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 Order. Monday, the 10th day of March, 1862, at twelve o'clock at noon, at the said Chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 21st day of November, 1861.

PURSUANT to a Decree of the High Court of Chancery, made in a cause Susanna Blanche Brook, and others, Infants, against John Weldale Hannell and another, the creditors or persons claiming to be incumbrancers of the real estates of Mary Brown, late of Elsworth, in the county of Cambridge, who died in or about the month of August, 1859, are by their Solicitors, on or before the 5th day of November, 1861, to come in and prove their debts or 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. Saturday, the 16th day of November, 1861, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 6th day of August 1861.

NOTE.—The 2nd day of December, 1861, is the adjourned day on or before which creditors are to come in and prove their debts or claims pursuant to the above advertisement, and Wednesday the 4th day of December, 1861, at twelve o'clock at noon is the adjourned time appointed for hearing and adjudicating upon the claims.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of John Mills Tompson, deceased, and in a cause, between John Vincent Chamberlain, and Mary Doughty, his Wife, and Richard Mills Tompson, plaintiffs, against Susan Tompson, Widow, defendant, the creditors of John Mills Tompson, late of Munster House, Fulham, in the county of Middlesex, Leather Factor, deceased, who died in or about the month of April, 1861, are, by their Solicitors, on or before the 23rd day of December, 1861, 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 Order. Wednesday, the 8th day of January 1862, at 12 o'clock at noon, at the said chambers is appointed for hearing and adjudicating upon the claims.—Dated this 21st day of November, 1861.

PURSUANT to a Decree of the High Court of Chancery, made in a cause of Mary Nichols against Robert Nichols and others, the creditors of John Nichols, the elder, late of Farnham, in the county of Surrey, Bookseller and Stationer, who died in or about the month of September, 1857, are by their Solicitors, on or before the 16th day of December, 1861, to come in and prove their debts at the chambers of the Master of the Rolls, in the Rolls-yard, Chancery-lane, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Saturday, the 21st day of December, 1861, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 19th day of November, 1861.

PURSUANT to an Order of the High Court of Chancery, made in the Matter of the estate of Robert Lawrance Pridgeon, deceased, and in a cause, Tomlinson against Pridgeon, the creditors of Robert Lawrance Pridgeon, late of New Sleaford, in the county of Lincoln, Tailor and Woollen Draper, who died in or about the month of October, 1861, are, by their Solicitors, on or before the 7th day of January, 1862, to come in and prove their debts, at the chambers of the Vice-Chancellor 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 15th day of January, 1862, at one o'clock in the afternoon, at the said Chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 21st day of November, 1861.

Re John Holmes' Assignment.

NOTICE is hereby given, that John Holmes, of Doncaster, in the county of York, Tailor and Draper, has, by indenture, dated the 7th day of November now instant, assigned all his personal estate and effects, whatsoever and wheresoever, unto William Coates, of Doncaster aforesaid, Iron Turner, and George Redihalg, of Leeds, in the said county of York, Cap Manufacturer, upon trust after payment of the costs, charges, and expenses therein mentioned for the benefit of all the creditors of the said John Holmes, who shall signify their assent thereto within two months from the date thereof. And that the said indenture was executed by the said John Holmes, William Coates, and George Redihalg, on the 7th day of

November instant, and such execution thereof respectively by them was attested by Joseph Wright, of Doncaster aforesaid, Solicitor, and Robert Ellis, his Clerk. And notice is hereby further given, that the said indenture is left at the office of the said Joseph Wright, situate at No. 6, Saint George-gate, in Doncaster aforesaid, for the inspection and signature of the creditors of the said John Holmes. All persons indebted to the said John Holmes are requested to pay the amount of their respective debts to the said William Coates, or to me forthwith, to prevent proceedings at Law being taken for the recovery thereof.—Dated this 7th day of November, 1861.

By order,
JOSEPH WRIGHT, Solicitor to the Trustees.

THIS is to give notice, that by deed, bearing date the 31st day of October, 1861, Thomas Darley, of Bishop-bridge, in the parish of Glenthams, in the county of Lincoln, Coal Merchant, Victualler and Brick and Tile Manufacturer, hath conveyed all his estate and effects whatsoever (except as therein mentioned) to Charles Tateson, of Market Rasen, in the said county, Auctioneer, and Thomas Brown, of Market Rasen aforesaid, Butcher, as trustees for the benefit of all the creditors of him the said Thomas Darley; and that the said deed was duly executed by the said Thomas Darley, Charles Tateson, and Thomas Brown, on the said 31st day of October, 1861, and the due execution of which deed, by the above named parties thereto, was witnessed by Robert Heaford Daubney, of Market Rasen aforesaid, Attorney-at-Law.—Dated this 19th day of November, 1861.

NOTICE is hereby given that Mary Jane Thompson, of Swanland, in the county of York, Spinster, has by an indenture bearing date the 11th day of November, 1861, and made between the said Mary Jane Thompson, of the first part, John Bowstead, of Caistor, in the county of Lincoln, Land Agent, and Joseph Watson Leng, of the borough of Kingston-upon-Hull, Bookseller, of the second part, and the several other persons whose hands and seals are thereunto subscribed and set in the schedule thereunder written, being severally creditors in their own rights or in copartnership or being agents or attorneys of creditors of the said Mary Jane Thompson, of the third part, conveyed, assigned, and transferred all her real and personal estate and effects whatsoever and wheresoever unto the said John Bowstead and Joseph Watson Leng, their heirs, executors, administrators, and assigns, upon trust, for the benefit of all the creditors of the said Mary Jane Thompson, and which said indenture was duly executed by the said Mary Jane Thompson, on the day of the date thereof, and her execution thereof is attested by James Withers, Solicitor, Clerk to Messrs. Coverdale and Co., Solicitors, of No. 4, Bedford-row, in the county of Middlesex, and Clement Uvedale Price, of No. 39, Bedford-row, in the county of Middlesex, Solicitor, and the same indenture was executed by the said John Bowstead and Joseph Watson Leng, on the 12th day of November, 1861, and is attested as to the execution thereof by the said John Bowstead, by James Henry Holden, of No. 2, Parliament-street, in the said borough of Kingston-upon-Hull, Solicitor, and as to the execution thereof by the said Joseph Watson Leng, is attested by William Hilliard Goy, of Barton-on-Humber, in the county of Lincoln, Solicitor; and notice is hereby given that the said assignment now lies at the offices of Messrs. Holden and Sons, in Kingston-upon-Hull aforesaid, for inspection and execution by the creditors of the said Mary Jane Thompson.—Dated this 15th day of November, 1861.

NOTICE is hereby given, that by indenture dated the 30th day of October, 1861, and made between James Parsons, of Brentford, in the county of Middlesex, Grocer and Tea Dealer, of the first part; William Norminton, of No. 37, Stanhope-street, Hampstead-road, in the county of Middlesex, Pianoforte Maker, trustee for himself and the rest of the creditors of the said James Parsons, party thereto of the second part; and the several other persons creditors of the said James Parsons who should subscribe their names and affix their seals thereto, of the third part; he, the said James Parsons, assigned, transferred, and set over unto the said William Norminton, his executors, administrators, and assigns, all and every the stock-in-trade, goods, wares, merchandize, household furniture, fixtures, plate, linen, china, books of account, debts, sum and sums of money, and all securities for money vouchers, and other documents and writings, and all other the personal estate and effects, whatsoever and wheresoever, of him the said James Parsons, in possession, reversion, remainder, or expectancy, to hold the same unto the said William Norminton, his executors, administrators, and assigns, absolutely, upon certain trusts therein mentioned, for the benefit of the said William Norminton, and all other the creditors of the said James Parsons, party thereto; and notice is hereby further given, that the said indenture was duly executed by the said James Parsons and William Norminton, on the day of the date thereof, and the execution of their respective

signatures was attested by Ebenezer Cobb Morley, of No. 3, King's Bench-walk, Temple, London, Solicitor.—Dated this 25th day of November, 1861.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy, for the registration of Trust Deeds for the benefit of creditors, Composition and Inspectorship Deeds executed by a debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—129.
Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—24 October, 1861.

Date of execution by Debtor—24 October, 1861.

Name and description of the Debtor, as in the Deed—Joseph Tennant, of Preston, in the county of Lancaster, Draper.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Samuel Hunt the younger, of Manchester, in the county of Lancaster, Public Accountant, on behalf, and with the assent, of the undersigned creditors of the said Joseph Tennant.

A short statement of the nature of the Deed—This deed, whereby the said Joseph Tennant conveys all his estate and effects to the said Samuel Hunt the younger, absolutely, to be applied and administered for the benefit of the creditors of the said Joseph Tennant, in like manner, as if the said Joseph Tennant had been, at the date hereof, duly adjudged bankrupt.

When left for Registration—21 Novr., 1861, at 10 o'clock, forenoon, and entry made the 22nd Nov., at 12 at noon.

WM. HY. WHITEHEAD, Chief Registrar.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the registration of Trust Deeds for the benefit of creditors, Composition and Inspectorship Deeds executed by a debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—132.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—Sixteenth day of November, 1861.

Date of execution by Debtor—Sixteenth day of November, 1861.

Name and description of the Debtor, as in the Deed—John Messer, of Liverpool, in the county of Lancaster, Draper.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—James Black, of Liverpool aforesaid, Wholesale Warehouseman, and John Wood, of Wellhouse, near Huddersfield, in the county of York, Manufacturers, and the several persons whose names and seals are thereunto subscribed and set, of the third part.

A short statement of the nature of the Deed—Assignment of all the debtor's personal estate and effects, in trust for the general benefit of creditors, with a proviso enabling the trustees to leave the debtor in possession of the goods and chattels thereby assigned, on his paying, by weekly instalments, such sum of money as the trustees might think equivalent in value to the said goods and chattels. The trustees having power, on default being made in payment of such weekly instalments, to take absolute possession of the goods and effects, and in such case the last-mentioned proviso to be void.

When left for Registration—21 Nov., 1861, at 2 o'clock, afternoon.

WM. HY. WHITEHEAD, Chief Registrar.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the registration by Trust Deeds for the benefit of creditors, Composition and Inspectorship Deeds executed by a debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Deed of Composition.

Date of Deed—12th November, 1861.

Date of execution by Debtor—12th November, 1861.

Name and description of the Debtor, as in the Deed—George Yates, of Blackburn, in the county of Lancaster, Draper.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The several persons whose names are set forth in the first column of the schedule thereunder written, and whose names and seals are thereunto subscribed and

affixed, either by themselves or their several Agents or Attornies duly authorized in that behalf.

A short statement of the nature of the Deed—Covenant by the parties to the said deed, of the one part, being severally creditors of the said George Yates, that on payment of the joint and several promissory notes accepted by the said George Yates and William Yates, of Blackburn aforesaid, Draper, at 5 weeks, and 10 weeks from date of deed, for sums amounting, together, to 10s. in the £ on their respective debts, they would release George Yates from their debts, and would not sue in the meantime, and covenant by George Yates to pay the said notes.

When left for Registration—22 Nov., 1861, at 11 o'clock, forenoon.

WM. HY. WHITEHEAD, Chief Registrar.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the registration of Trust Deeds for the benefit of creditors, Composition and Inspectorship Deeds executed by a debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—138.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance and Assignment.

Date of Deed—2nd day of November, 1861.

Date of execution by Debtor—2nd day of November, 1861.

Name and description of the Debtor, as in the Deed—John Charles Williams, lately residing at No. 3, Lancaster-place, Strand, in the county of Middlesex, Gentleman.

The name and description of the trustee or other parties to the deed, not including the Creditors—William Turquand, of Tokenhouse-yard, in the city of London, Public Accountant, and the several persons whose names and seals are set and affixed to the said deed, being creditors either in their own right or in copartnership, of the said John Charles Williams.

A short statement of the nature of the Deed—The deed is a conveyance by the said John Charles Williams, of all his freehold estate, and a covenant to surrender all his copyhold estate, and an assignment of all estates held for a life or lives, and a demise of all his leasehold property, and an assignment of all his personal estate and effects unto the said William Turquand (subject to such charges or incumbrances, if any, as were subsisting on or affecting all or any of the said estates respectively), Upon trust for sale and collection, and to divide the proceeds after payment of costs, charges, and expenses, amongst the creditors of the said John Charles Williams rateably, until all the said debts should be paid in full, and subject to the trusts aforesaid, in trust for the said John Charles Williams, his executors, administrators, and assigns, respectively.

When left for Registration—22nd day of November, 1861, at 11 o'clock, forenoon, to be registered under Section 194 of the Statute.

WM. HY. WHITEHEAD, Chief Registrar.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the registration of Trust Deeds for the benefit of creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198.

Number—140.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Deed of Assignment

Date of Deed—16th November, 1861.

Date of execution by Debtor—16th November, 1861.

Name and description of the Debtor, as in the Deed—Samuel Pearson, of Grey Mare-lane, Bradford, Manchester, in the county of Lancaster, Commercial Traveller.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—John Fletcher, of Heywood, in the said county, Grocer (trustee), and the several other persons whose names and seals are thereunto subscribed and affixed (being creditors in their own right, solely or in copartnership with others of the said debtor or agents of such creditors).

A short statement of the nature of the Deed—An assign-ment of all the estate and effects of the said Samuel Pearson, to John Fletcher, as trustee, for the equal benefit of the creditors of the said Samuel Pearson.

When left for Registration—22nd November, 1861, at 12 o'clock, noon.

WM. HY. WHITEHEAD, Chief Registrar.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the registration

of Trust Deeds for the benefit of creditors, Composition and Inspectorship Deeds executed by a debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—141.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Deed of Assignment, Inspectorship, Composition, and Arrangement.

Date of Deed—26th October, 1861.

Date of execution by Debtor—26th October, 1861.

Name and description of the Debtor, as in the Deed—Thomas McLean, of the Haymarket, in the county of Middlesex, Print-seller and Publisher.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Sir Kingsmill Grove Key, of Newgate-street, in the city of London, Baronet; David Nutt, of the Strand, in the said county of Middlesex, Bookseller; and Henry Graves, of Pall-mall, in the same county, Publisher, trustees, of the second part; and the said trustees and the several other persons whose names and seals are thereunto subscribed and set, creditors of the said Thomas McLean, of the third part.

A short statement of the nature of the Deed—Proposal by debtor to pay composition of 10s. in the £, to be secured by his acceptances at 4, 8, and 12 months, and to assign his estate to the trustees to secure the same, and to carry on his business under inspection; consent by creditors to such proposal, and licence to debtor to carry on his trade for a year under inspection of trustees; usual covenants by debtor; allowance to debtor of £5 per week; assignment by debtor to the trustees of all his estate, on trusts to carry out the preceding provisions; power to trustees to realize and sell the estate, if necessary, and out of the proceeds and the profits of the trading, to pay the composition acceptances; usual release and covenants by creditors; power to trustees to pay or compound with any creditor, not executing the deed, and usual trustees' powers and indemnities; creditor, before receiving dividend, to verify accounts, if required, on oath, and no creditor to receive dividend without signing deed, any balance of estate, after payment of acceptances and expenses, to be'ing to debtor.

When left for Registration—22 Novr, 1861, at 1 o'clock, afternoon.

WM. HY. WHITEHEAD, Chief Registrar.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the registration of Trust Deeds for the benefit of creditors, Composition and Inspectorship Deeds executed by a debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—142.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Deed of Assignment.

Date of Deed—26th day of October, 1861.

Date of execution by Debtor—26th day of October, 1861.

Name and description of the Debtor, as in the Deed—John Cooke, of No. 2, Heathfield-place, Uxbridge-road, Ealing, in the county of Middlesex, Milliner and Haberdasher.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Frederick Goodyear, of Saint Paul's Church-yard, in the city of London, Warehouseman, thereinafter called the trustee, and the several other persons whose names and seals are thereunto subscribed and set, being respectively creditors of the said John Cooke.

A short statement of the nature of the Deed—An assign-ment by the said John Cooke, of all and every the stock in trade, household furniture, fixtures, debts, and all other his personal estate and effects, whatsoever and wheresoever (except leaseholds), to the said Frederick Goodyear, upon trust, to collect and receive, or sell and dispose of, the said thereby assigned premises, and to divide the monies so to be received rateably between himself and the rest of the creditors.

When left for Registration—22 Novr., 1861, at 2 o'clock, afternoon.

WM. HY. WHITEHEAD, Chief Registrar.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the registration of Trust Deeds for the benefit of creditors, Composition and Inspectorship Deeds executed by a debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—143.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Absolute Assignment.

Date of Deed—5th November, 1861.

Date of execution by Debtor—5 November, 1861.

Name and description of the Debtor, as in the Deed—

Thomas Willis, of No. 2, Chandos-road, Stratford, Essex, Attorney and Solicitor, of the first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—John Milton, of 24, Castle-street, Falcon-square, London, Surgeon, and Thomas Clementson, of No. 14, Gresham-street, London, Warehouseman, of the 2nd part, and the several other persons whose names and seals were thereunto subscribed and affixed, creditors of the said Thomas Willis, of the third part.

A short statement of the nature of the Deed—An assignment of all the debtor's estate and effects (except his household furniture and wearing apparel, not exceeding £20 in value), in trust for the equal benefit of the creditors of the said Thomas Willis, who shall execute or assent to the deed on or before the 25th March, 1862.

When left for Registration—22 November, 1861, at 2 o'clock, afternoon.

WM. HY. WHITEHEAD, Chief Registrar.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 118:—

Number—144.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Deed of Assignment and Composition.

Date of Deed—29th October, 1861.

Date of execution by Debtor—18th November, 1861.

Name and description of the Debtor, as in the Deed—William Anthony Brignal, of the borough of Newcastle-upon-Tyne, Wholesale Druggist and Drysalter.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—George Dodds, of Newcastle-upon-Tyne, Coffee Roaster, and the several persons whose names and seals are hereunto subscribed and set in the schedule hereinafter contained, being respectively creditors of the said William Anthony Brignal, of the third part.

A short statement of the nature of the Deed—The deed is an assignment of the estate and effects of the said debtor to the said George Dodds, absolutely, in consideration of his paying a composition of seven shillings and sixpence in the pound, on the debts due from the debtor, by two instalments; that is to say:—five shillings in the pound on the execution of the said deed, and two shillings and sixpence in the pound on the expiration of six calendar months from the date thereof; and it also contains a covenant by the said George Dodds to pay the said composition of seven shillings and sixpence in manner aforesaid; and it also contains a release from the said creditors.

When left for Registration—22d November, 1861, at 3 o'clock, afternoon.

WM. HY. WHITEHEAD, Chief Registrar.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the registration of Trust Deeds for the benefit of creditors, Composition and Inspectorship Deeds executed by a debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 193:—

Number—145.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance and Assignment.

Date of Deed—19th day of November, 1861.

Date of execution by Debtor—19th November, 1861.

Name and description of the Debtor, as in the Deed—William Smith, of Bromley, in the county of Kent, Market Gardener, of the 1st part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Thomas Leighton, of Manor-house, Sutton, in the county of Surrey, Butler, on behalf and with the assent of the undersigned creditors of the said William Smith, of the 2nd part, and the several other persons whose hands and seals were thereunto subscribed and set in the schedule thereunder written, being severally creditors in their own right, or in copartnership, or being agents or attorneys of creditors of the said William Smith, of the third part.

A short statement of the nature of the Deed—An assignment of all the estate and effects of the debtor, subject to the assignment theretofore made of part of the said personal estate and effects, to Wicker, for securing the payment of the sum of £40, and interest thereon, Upon trust to collect and receive outstanding debts, and so long as shall be considered expedient, and for the benefit of the creditors, to carry on the trade of the debtor with his assistance, and when considered

expedient, to sell the estate and effects, and to apply the proceeds in discharging the rent, taxes, and incumbrances affecting the premises, and in payment of the expenses of preparing and carrying into effect the said assignment, and to divide the residue amongst the creditors in rateable proportions.

When left for Registration—22nd day of November, 1861, at 3 o'clock, afternoon.

WM. HY. WHITEHEAD, Chief Registrar.

NOTICE is hereby given, that the following is a copy of an entry made in the Book kept by the Chief Registrar of the Court of Bankruptcy for the registration of Trust Deeds for the benefit of creditors, Composition and Inspectorship Deeds executed by a debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198.

Number—146.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Deed of Assignment.

Date of Deed—The thirtieth day of October, 1861.

Date of execution by Debtor—The thirtieth day of October, 1861.

Name and description of the Debtor, as in the Deed—Alfred Henry Roxburgh, of Small Head, near Ten-terden, in the county of Kent, Clerk.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Thomas Wilkins, of Pelham-villa, Leamington, Esquire, William Truman Harford Phelps, Gentleman, trustees on behalf and with the assent of the undersigned creditors of the said Henry Alfred Roxburgh.

A short statement of the nature of the Deed—Assignment of all the debtor's estate and effects for the benefit of creditors of the said Alfred Henry Roxburgh, in like manner as if the said Alfred Henry Roxburgh had been, at the date thereof, duly adjudged bankrupt.

When left for Registration—22 Novr., 1861, at 4 o'clock, afternoon.

WM. HY. WHITEHEAD, Chief Registrar.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the registration of Trust Deeds for the benefit of creditors, Composition and Inspectorship Deeds executed by a debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—147.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Deed of Assignment for the benefit of creditors.

Date of Deed—28th October, 1861.

Date of execution by Debtor—28th October, 1861.

Name and description of the Debtor, as in the Deed—Frederick Edwards, of the town and county of Southampton, Bootmaker.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Samuel Hickson, of No. 20, West Smithfield, in the county of Middlesex, Boot and Shoe Manufacturer, trustee for himself and the rest of the creditors, 2nd part; and the several other persons creditors, and of 3rd part.

A short statement of the nature of the Deed—An assignment by the said Frederick Edwards, of all his stock in trade, household furniture, and effects, and all other his personal estate, unto the said Samuel Hickson, for the benefit of the creditors of the said Frederick Edwards, who should assent to the deed within 28 days from the date thereof, or be otherwise bound by the said deed.

When left for Registration—22 Novr., 1861, at 4 o'clock, afternoon.

WM. HY. WHITEHEAD, Chief Registrar.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the registration of Trust Deeds for the benefit of creditors, Composition and Inspectorship Deeds executed by a debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—148.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Deed of Assignment.

Date of Deed—Fifteenth day of November, 1861.

Date of execution by Debtor—Fifteenth day of November, 1861.

Name and description of the Debtor, as in the Deed—William Tomes, of Northampton, Shoe Manufacturer.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Isaiah Rose, of Northampton, Ciocker, and Thomas Ratcliff, of the same town, Baker, on behalf, and with the assent, of the undersigned creditors of the said William Tomes.

A short statement of the nature of the Deed—Deed of assignment, by which the said William Tomes conveyed all his estate and effects to the said Isaiah Rose and Thomas Ratcliff, absolutely, to be applied and administered for the benefit of the creditors of the said William Tomes, and had been at the date thereof duly adjudged a bankrupt.

When left for Registration—Twenty-second of November, 1861, at 4 o'clock, afternoon.

WM. HY. WHITEHEAD, Chief Registrar.

NOTICE is hereby given, that the following is a copy of an Entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the registration of Trust Deeds for the benefit of creditors, Composition and Inspectorship Deeds executed by a debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—149.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—General Deed of Assignment for the benefit of creditors.

Date of Deed—26th October, 1861.

Date of execution by Debtors—26th October, 1861.

Name and description of the Debtors, as in the Deed—Samuel Ogden, Edward Ogden, and John Derby, all of Sheffield, in the county of York, lately carrying on business in copartnership, at Sheffield aforesaid, under the firm of Ogden, Brothers, and Derby, as Merchants and Manufacturers, throughout the said deed called the Assignors, of the first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—William Wild, of Sheffield aforesaid, Bank Manager, Rogers Broadhead, of Sheffield aforesaid, Gentleman, and William Henry Carlisle, of Sheffield aforesaid, Ivory Cutter, throughout the said deed called the trustees, of the second part; and the said Rogers Broadhead, William Henry Carlisle, and the several other persons whose names and seals are thereunto subscribed and affixed in the first schedule thereunder written (being joint creditors of the said assignors, as such copartners as aforesaid in their own right, solely or in copartnership with others), of the third part; the several other persons whose names and seals are thereunto subscribed and affixed in the second schedule thereunder written, being the separate creditors of the said Samuel Ogden, of the fourth part; the several other persons whose names and seals are thereunto subscribed and affixed in the third schedule thereunder written, being the separate creditors of the said Edward Ogden, of the fifth part; and the several other persons whose names and seals are thereunto subscribed and affixed in the fourth schedule thereunder written, being the separate creditors of the said John Derby, or creditors of the said John Derby jointly with any person or persons other than the said Samuel Ogden and Edward Ogden, of the sixth part.

A short statement of the nature of the Deed—General assignment by the said Samuel Ogden, Edward Ogden, and John Derby, of all their joint and separate real and personal estate, the clear residue thereof, after paying expenses, to be divided, applied, and administered by the said trustees unto and equally amongst all and every the creditors of the said assignors, in such and the same manner as if the said assignors had, at the date of the said deed, been adjudged bankrupts.

When left for Registration—22d Novembr. 1861, at 4 o'clock, afternoon, to be registered under Section 194 of the Statute.

WM. HY. WHITEHEAD, Chief Registrar.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the registration of Trust Deeds for the benefit of creditors, Composition and Inspectorship Deeds executed by a debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—150.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Deed of assignment.

Date of Deed—15th November, 1861.

Date of execution by Debtor—15th November, 1861.

Name and description of the Debtor, as in the Deed—John Godfrey Chaundy and Henry Harris Chaundy, of Muswell-hill, in the parish of Boarstall, in the county of Buckingham, Farmers, and Dealers, and Copartners. The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Thomas Henry Smith, of Brill, in the county of Bucks, Auctioneer, Edwin Thomas Spiers, of Oxford, Bookseller, and Joseph Verney, of Aylesbury, in the county of Bucks, Appraiser, trustees on behalf, and with the assent, of the there undersigned creditors of the said John Godfrey Chaundy and Henry Harris Chaundy.

A short statement of the nature of the Deed—A convey-

ance of all the estate and effects of each of the said debtors, to be applied and administered as if the said debtors had been adjudged bankrupts at the date thereof.

When left for Registration—22 Novr., 1861, at 4 o'clock, afternoon.

WM. HY. WHITEHEAD, Chief Registrar.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of creditors, Composition and Inspectorship Deeds executed by a debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—151.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Trust Deed and Assignment.

Date of Deed—16 November, 1861.

Date of execution by Debtor—16 November, 1861.

Name and description of the Debtor, as in the Deed—Richard Parkin, of Barnsley, and also of Knox, in the township of Bilton, both in the county of York, Yarn Agent and Bleacher, trading under the firm of Henry Parkin and Son.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Thomas Cope, of Barnsley aforesaid, Draper, Samuel Linley, of Barnsley aforesaid, Bank Manager, and Charles Wright, of Barnsley aforesaid, Ironmonger, trustees, of the 2nd part; and the several creditors of the said Rd. Parkin, of the 3rd part.

A short statement of the nature of the Deed—A conveyance and assignment by the said Richard Parkin, of his real and personal estate and effects to the said trustees, absolutely, to be applied and administered for the benefit of the creditors of the said Richard Parkin, in like manner, as if he had been adjudged bankrupt.

When left for Registration—22 Nov., 1861, 4 o'clock, afternoon.

WM. HY. WHITEHEAD, Chief Registrar.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the registration of Trust Deeds for the benefit of creditors, Composition and Inspectorship Deeds executed by a debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—152.

Title of Deed, whether deed of Assignment, Composition, or Inspectorship—A Trust Deed for the benefit of creditors.

Date of Deed—31st day of October, 1861.

Date of execution by Debtor—31st day of October, 1861.

Name and description of the Debtor, as in the Deed—James Crowther and William Crowther, of Canteen Mills, in Todmorden, in the county of York, Cotton Manufacturers.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Thomas Lacy, of Todmorden aforesaid, Cotton Spinner, John Whitaker, of Todmorden aforesaid, Cotton Spinner, and John Broadbent Hacking, of the city of Manchester, Commission Agent, the trustees on behalf of the creditors.

A short statement of the nature of the Deed—Deed of Assignment from James Crowther and William Crowther to the said Thomas Lacy, John Whitaker, and John Broadbent Hacking; of all their estate and effects absolutely, to be applied and administered for the benefit of the creditors of James Crowther and William Crowther, in like manner as if James Crowther and William Crowther had been, at the date thereof, duly adjudged bankrupts.

When left for Registration—22nd day of November, 1861, at 4 o'clock, afternoon.

WM. HY. WHITEHEAD, Chief Registrar.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the registration of Trust Deeds for the benefit of creditors, Composition and Inspectorship Deeds executed by a debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—153

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Deed of Assignment.

Date of Deed—13th November, 1861.

Date of execution by Debtor—13th November, 1861.

Name and description of the Debtor, as in the Deed—John Chaundy, of Long Crendon, in the county of Bucks, Farmer and Dealer.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Thomas Henry Smith, of Brill, in the county of Bucks,

Auctioneer, and Edwin Thomas Spiers, of Oxford, Bookseller, of the second part, and the several persons whose names and seals are thereunto subscribed, of the third part.

A short statement of the nature of the Deed—An assignment of all the live and dead farming stock at Long Crendon, Bucks, and personal estate of the debtor, upon trust, to collect and receive or sell and dispose of the said thereby assigned premises, and every part thereof, and all other the personal estate of the said John Chaundy, upon trust, to pay costs and expenses, and pay rateably all persons who should execute within two months: Proviso that such creditors who should not assent in writing to take the benefit of the assignment on or before the 13th day of January next, or within such further time not exceeding thirty days, as the said trustees should declare should be excluded from all benefit thereunder. That the said trustees might return to the debtor household furniture not exceeding the value of £20, and employ him or any other person in winding up his affairs, or in carrying on the business. That the creditors may be required to verify their debts by declaration or otherwise. That the trustees are empowered to arrange with creditors whose debts are under £10. That any resolution signed by the majority in number and value of the creditors, parties thereto, should be binding on all parties thereto. Whenever funds in hand amount to £50 or upwards, same to be paid into London and County Bank, in names of trustees, and cheques to be signed by them.

When left for Registration—23 Novr., 1861, at 1 o'clock afternoon.

WM. HY. WHITEHEAD, Chief Registrar.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the registration of Trust Deeds for the benefit of creditors, Composition and Inspectorship Deeds executed by a debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—154.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—31st day of October, 1861.

Date of execution by Debtor—31st day of October, 1861.

Name and description of the Debtor, as in the Deed—Frederick Waller, of Sheffield, in the county of York, Grocer, and Ale, and Beer, and Provision Dealer.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—William Booth, of Sheffield aforesaid, Grocer, and Richard Kay, of Sheffield aforesaid, Brewer's Traveller, as trustees, for and on behalf, and with the assent, of the creditors thereunder signed.

A short statement of the nature of the Deed—Conveyance or assignment of all of debtor's estate and effects to the said trustees, absolutely, to be applied and administered for the benefit of the creditors, in like manner, as if the said debtor had been, at the date thereof, duly assigned bankrupt.

When left for Registration—The 23rd day of November, 1861, at 1 o'clock, afternoon.

WM. HY. WHITEHEAD, Chief Registrar.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the registration of Trust Deeds for the benefit of creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—155.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Deed of Assignment.

Date of Deed—31st Octr., 1861.

Date of execution by Debtor—31st Octr., 1861.

Name and description of the Debtor, as in the Deed—Edward Banham, of Needham-market, in the county of Suffolk, Butcher and Cattle Dealer.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—William Thomas Simpson, of Bury Saint Edmund's, in the county of Suffolk, Auctioneer, and John Clover, of Ipswich, in the county of Suffolk, Merchant, trustees on behalf, and with the assent, of the creditors of the said Edward Banham.

A short statement of the nature of the Deed—An assignment by the said Edward Banham, of all his estate and effects, to be administered for the benefit of the creditors of the said Edward Banham, in like manner, as if the said Edward Banham had been adjudicated bankrupt.

Left for Registration—23 Novr., 1861, at 2 o'clock, afternoon.

WM. HY. WHITEHEAD, Chief Registrar.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the registration of Trust Deeds for the benefit of creditors, Composition and Inspectorship Deeds executed by a debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—156.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—The 1st day of November, 1861.

Date of execution by Debtor—The 1st day of November, 1861.

Name and description of the Debtor, as in the Deed—John Babb, of No. 18, Seller-street, in the city of Chester, Tailor and Draper.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Henry Osmore Newbery, of the city of Manchester, in the county of Lancaster, Silk, Cotton, and Worsted Manufacturer, and Emma Salter, of the said city of Chester, Spinster, trustees, and the several other persons whose names and seals are subscribed and set, being respectively creditors of the said John Babb.

A short statement of the nature of the Deed—Assignment of all the real and personal estate of the debtor unto the trustees, upon trust, for sale, and to apply the proceeds for the equal benefit of the creditors of the said debtor.

When left for Registration—23 Nov., 1861, at 2 o'clock, afternoon.

WM. HY. WHITEHEAD, Chief Registrar.

NOTICE is hereby given, that the following is a copy of an entry made in the Book kept by the Chief Registrar of the Court of Bankruptcy for the registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198.

Number—157.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Deed of Composition and Release.

Date of Deed—Fifteenth day of November, 1861.

Date of execution by Debtor—The same.

Name and description of the Debtor, as in the Deed—John Wise the younger, of Finchley, in the county of Middlesex, Coach Builder.

The names and descriptions of the Trustees or other parties to the Deed, not including the creditors—John Wise the elder, of Finchley, in the county of Middlesex, Gentleman, of the second part; and the several persons and firms whose names and seals are thereunto subscribed and affixed, being respectively creditors of the said John Wise the younger, of the third part.

A short statement of the nature of the Deed—A deed of composition and release, in consideration of six shillings in the £ upon the amount of the several debts due from the said John Wise the younger, secured by the joint and several promissory notes of John Wise the elder, and the said John Wise the younger, and payable in three several payments of 2s. each in the pound, at 3, 6, and 9 months from the 15th day of November, 1861.

When left for Registration—23rd day of November, 1861, at 2 o'clock, afternoon.

WM. HY. WHITEHEAD, Chief Registrar.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the registration of Trust Deeds for the benefit of creditors, Composition and Inspectorship Deeds executed by a debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—158.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Deed of Assignment.

Date of Deed—The Fifth day of November, one thousand eight hundred and sixty-one.

Date of execution by Debtor—The Fifth day of November, one thousand eight hundred and sixty-one.

Name and description of the Debtor, as in the Deed—George Sedgewick Hedley, of Hartlepool, in the county of Durham, Boot and Shoe Maker.

Names and Descriptions of the Trustees or other parties to the Deed, not including the Creditors—John White of Hartlepool aforesaid, Currier, and Thomas Rutherford, of the town of Newcastle-upon-Tyne, Currier, of the other part, on behalf, and with the assent, of the creditors of the said George Sedgewick Hedley.

A short statement of the nature of the Deed—Conveys all the estate and effects of the said George Sedgewick Hedley to the said John White and Thomas Rutherford, absolutely, to be applied and administered for the

benefit of the creditors of the said George Sedgewick Hedley, in like manner, as if the said George Sedgewick Hedley, had been, at the date thereof, duly adjudged bankrupt.

When left for Registration—23 Nov., 1861, at 2 o'clock, afternoon.

WM. HY. WHITEHEAD, Chief Registrar.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the registration of Trust Deeds for the benefit of creditors, Composition and Inspectorship Deeds executed by a debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—159.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Deed of Assignment for benefit of creditors.

Date of Deed—30th October, 1861.

Date of execution by Debtor—30th October, 1861.

Name and description of the Debtor, as in the Deed—William Clark Barnacle, of the Royal Oak Inn, in King-street, Wakefield, in the county of York, Inn-keeper and Builder.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Joseph Shaw, of Wakefield aforesaid, Wine and Spirit Merchant, and John Ward, of Wakefield aforesaid, Timber Merchant, Trustees for themselves and the rest of the creditors of the debtor, of the second part; and the several other creditors whose names and seals are thereunto subscribed and set, being respectively creditors of the debtor, of the third part.

A short statement of the nature of the Deed—Assignment to trustees of all the assignor's personal estate and effects, Upon trust to realise, and after payment of expenses, to divide same among the parties thereto of the third part, and to pay the residue, if any, to the assignor.

When left for Registration—23d Novr., 1861, at 2 o'clock, afternoon.

WM. HY. WHITEHEAD, Chief Registrar.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the registration of Trust Deeds for the benefit of creditors, Composition and Inspectorship Deeds executed by a debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—160.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Release of debts.

Date of Deed—22nd day of November, 1861.

Date of execution by Debtor—Date of the Deed.

Name and description of the Debtor, as in the Deed—Daniel Forbes, of Wrottesley-street, Birmingham, in the county of Warwick, Picture Dealer and Book-seller.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The several creditors of the said Daniel Forbes.

A short statement of the nature of the Deed—Release by creditors, in consideration of promissory notes for (together) five shillings in the pound upon the amount of their respective debts, payable at one and two months, and delivered to the creditors executing the deed in satisfaction of their debts.

When left for Registration—23d Nov., 1861, at 2 o'clock in the afternoon.

WM. HY. WHITEHEAD, Chief Registrar.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the registration of Trust Deeds for the benefit of creditors, Composition and Inspectorship Deeds executed by a debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—161.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Deed of Composition.

Date of Deed—6th day of November, 1861.

Date of execution by Debtor—6th day of November, 1861.

Name and description of the Debtor, as in the Deed—Thomas Sanders, of No. 46, Carey-street, Lincoln's-inn, in the county of Middlesex, Refreshment-house Keeper, and of Cook's-court, Lincoln's-inn, Law Stationer.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—And the several persons whose names and seals are thereunto subscribed and affixed, being respectively creditors of the said Thomas Sanders, of the other part.

A short statement of the nature of the Deed—A deed of composition, whereby the creditors of the said Thomas

Sanders, upon payment of five shillings in the pound on their respective debts, paid to them by the 22nd day of November, 1861, did agree to release and discharge the said Thomas Sanders from the payments of the several sums set opposite to their respective names.

When left for Registration—23 Nov., 1861, 2 o'clock afternoon.

WM. HY. WHITEHEAD, Chief Registrar.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy, for the registration of Trust Deeds for the benefit of creditors, Composition and Inspectorship Deeds executed by a debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—162.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—7 Nov., 1861.

Date of execution by Debtor—7 Nov., 1861.

Name and description of the Debtor, as in the Deed—George Jackson Lambert, of Strétford, Lancashire, Innkeeper.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The several persons whose names are affixed to the deed, being creditors of the said George Jackson Lambert.

A short statement of the nature of the Deed—A Deed of Composition, whereby, in consideration of five shillings in the pound payable at once, the creditors agree to release the said George Jackson Lambert from all claims and all actions, suits, &c. Proviso that it shall be lawful for the creditors to execute the deed without prejudice to any mortgage, lien, or security which they may have, or to any claim against any surety or sureties, or any other person.

When left for Registration—23 day of November, 1861, at 2 o'clock, afternoon.

WM. HY. WHITEHEAD, Chief Registrar.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the registration of Trust Deeds for the benefit of creditors, composition and inspectorship deeds executed by a debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198.

Number—163.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Deed of Assignment.

Date of Deed—2nd November, 1861.

Date of execution by Debtor—2nd November, 1861.

Name and description of the Debtor, as in the Deed—William Henry Kirby Chinnor, in the county of Oxford, Draper and General Shop-keeper.

The names and descriptions of the Trustees or other parties to the Deed, not including the creditors—Isaac Stockwell, of Aylesbury, in the county of Buckingham, Draper, and George Bradbury Greatorex, of Aldermansbury, in the city of London, Warehouseman, trustees for themselves and the rest of the creditors of the said William Henry Kirby, 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 William Henry Kirby, of the third part.

A short statement of the nature of the Deed—Deed of Assignment of all and singular the personal estate and effects of the said William Henry Kirby, upon the trusts therein mentioned, for the benefit of all and every the creditor and creditors of the said William Henry Kirby.

When left for Registration—23rd November, 1861, at 2 o'clock afternoon.

WM. HY. WHITEHEAD, Chief Registrar.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the registration of Trust Deeds for the benefit of creditors, Composition and Inspectorship Deeds executed by a debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—164.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment for the benefit of creditors.

Date of Deed—October 30th, 1861.

Date of execution by Debtor—October 30th, 1861.

Name and description of the Debtor, as in the Deed—Isaac Clark, of Devizes, in the county of Wilts, Butcher.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Joseph Burt, of Devizes aforesaid, Ironmonger, William

Henry Tayler, of Buckingham, in the said county of Wilts, Farmer, and Richard Falkner, of Devizes aforesaid, Bank Manager, 2nd part; and the several other persons or firms whose names are thereunto subscribed and set, creditors of the said Isaac Clark, of the 3rd part.

A short statement of the nature of the Deed—An assignment to trustees of "all the estate and effects of the debtor" (except household furniture and goods, not exceeding one hundred pounds in value), for absolute sale and a rateable distribution of the proceeds amongst the creditors. The surplus (if any) to be paid to the debtor.

When left for Registration—23 Novr., 1861, at 2 o'clock, afternoon.

WM. HY. WHITEHEAD, Chief Registrar.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the registration of Trust Deeds for the benefit of creditors, Composition and Inspectorship Deeds executed by a debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—170.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance and assignment for the benefit of creditors.

Date of Deed—29th day of October, 1861.

Date of execution by Debtor—29th day of October, 1861.

Name and description of the Debtor, as in the Deed—Thomas Lowe, residing in Bordesley-street, the borough of Birmingham, in the county of Warwick, and carrying on business as a Screw Maker, in Bordesley-street aforesaid, of the first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Francis Hibell, of Birmingham aforesaid, Wire Drawer and Edward Twist, of Birmingham aforesaid, Coal Dealer, of the second part; and the said Francis Hibell, and Edwin Twist, and the several other persons whose names and seals are thereunto subscribed and set, being severally creditors of the said Thomas Lowe and the several other persons who are creditors of the said Thomas Lowe, of the third part.

A short statement of the nature of the Deed—Whereby the said Thomas Lowe has conveyed and assigned all his real and personal estate (save and except all the real estate which belonged to the wife of the said Thomas Lowe, before her marriage with him, and which he now holds by virtue of marital right, and also save and except a certain annuity, or yearly payment of fifty pounds per annum until the 31st day of December, 1864, and of forty pounds per annum for the remainder of the life of the said Thomas Lowe, payable by the late partner of the said Thomas Lowe), to the said Francis Hibell and Edwin Twist, their heirs, executors, administrators, and assigns, upon certain trusts therein declared for the benefit of his creditors, with power for the said trustees to employ the said Thomas Lowe, and to pay the said Thomas Lowe such salary not exceeding one pound per week, as the said trustees shall think fit. And the said creditors thereby released the said Thomas Lowe from all and singular the said debts.

When left for Registration—25 Nov., 1861, at 3 o'clock, afternoon.

WM. HY. WHITEHEAD, Chief Registrar.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the registration of Trust Deeds for the benefit of creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—173.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—7 November, 1861.

Date of execution by Debtor—7 November, 1861.

Name and description of the Debtor, as in the Deed—Joseph Carrington, of Deansgate, in the city of Manchester, in the county of Lancaster, Baker and Flour Dealer.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The several persons whose names are subscribed and seals affixed, being creditors of the said Joseph Carrington, of the other part.

A short statement of the nature of the Deed—The deed is for the purpose of carrying out an arrangement by which the creditors of the said Joseph Carrington accept in full of all their claims against him, a composition of seven shillings and sixpence in the pound upon the amounts of their respective debts, payable by

3 instalments, each of two shillings and sixpence in the pound, one forthwith, one on 5th February next, and the other on 5th August next, whereby Edward Smith, of Park-grove, Thurloe-street, Greenways, in the parish of Manchester, became surety with the said Joseph Carrington, for the punctual payment of the two last instalments, and to secure the same by their promissory notes.

When left for Registration—25 Nov., 1861, at 4 o'clock, afternoon.

WM. HY. WHITEHEAD, Chief Registrar.

In the Matter of Robert Freeland, of Manchester, in the county of Lancaster, and John Freeland of KurRintillock, in the county of Dumbarton, in Scotland, trading at Manchester aforesaid, as Merchants, in copartnership, under the firm of Robert Freeland and Brother, against whom a Petition for adjudication in Bankruptcy was issued on the 3rd day of September, 1861.

Separate Estate of Robert Freeland.

I HEREBY give notice, that the creditors who proved their debts under the above estate, on the 19th day of November inst., may receive a First Dividend of 20s. in the pound, upon application at my office, No. 45, George-street, Manchester, on Tuesday, the 10th day of December next, or on any subsequent Tuesday, between the hours of eleven and one o'clock. No Dividend will be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.

JOHN FRASER, Official Assignee.

In the Matter of William Bowen, of Swansea, Victualler, a Bankrupt.

I HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a First Dividend of 5d. in the pound, upon application at my office, as under, on any Wednesday between the hours of eleven and one of the clock. No Dividend can be paid to any creditor holding any security for his debt until such security shall be produced to me, without the special direction of a Commissioner on that behalf. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.

A. J. ACRAMAN, Official Assignee,
No. 19, Saint Augustine's-parade, Bristol.

In the Matter of Edward Wetherstone, of Cheltenham, Plumber, a Bankrupt.

I HEREBY give notice, that the creditors who have proved their debts under the above estate, may receive a First Dividend of 9d. in the pound, upon application at my office, as under, on any Wednesday, between the hours of eleven and one. No Dividend can be paid to any creditor holding any security for his debt until such security shall be produced to me, without the special direction of a Commissioner on that behalf. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.

A. J. ACRAMAN, Official Assignee,
No. 19, St. Augustine's-parade, Bristol.

In the Matter of John Hyndman, of Newport, Beer and Porter Merchant, a Bankrupt.

I HEREBY give notice, that the creditors who have proved their debts under the above estate may receive a First Dividend of 1s. 3d. in the pound, upon application at my office, on any Wednesday, between the hours of eleven and one o'clock. No Dividend can be paid to any creditor holding any security for his debt until such security shall be produced to me, without the special direction of a Commissioner on that behalf. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.

A. J. ACRAMAN, Official Assignee,
No. 19, St. Augustine's-parade, Bristol.

The Bankruptcy Act, 1861.

Notice of Adjudications and First Meeting of Creditors.

John Moore, of Ely, in the county of Cambridge, Inn-keeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd day of November, 1861, is hereby required to surrender himself to Theophilus Bennet Hoskyns Abraham, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 10th day of December next, at two of the clock in the afternoon precisely, at the said Court. Mr. William Bell, of No. 3, Coleman-street-buildings, is the Official Assignee, and Mr. C. Richardson, of Old Jewry-chambers, is the Solicitor acting in the bankruptcy.

Isaac Gadsby, of Chalk Farm, Camden Town, in the county of Middlesex, late a Licensed Victualler, but now out of business, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 23rd day of November, 1861, is hereby required to surrender himself to Theophilus Bennet Hoskyns Abrahall, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar on the 13th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. William Bell, of No. 3, Coleman-street-buildings, is the Official Assignee, and Messrs. Young, Jones, and Vallings, of Saint Mildred's-court are the Solicitors acting in the bankruptcy.

Charles Highfield, late of No. 9, Luard-street, Caledonian-road, in the county of Middlesex, Cab Proprietor and Greengrocer, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, in London, attending at Whitecross-street Prison, on the 21st day of November, 1861, and the adjudication being directed to be prosecuted at the Court of Bankruptcy, in London aforesaid, is hereby required to surrender himself to Theophilus Bennet Hoskyns Abrahall, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 13th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. William Bell, of No. 3, Coleman-street-buildings, is the Official Assignee.

James Crick, of Soham, in the county of Cambridge, Innkeeper, Corn Merchant, and Farmer, having been adjudged bankrupt under a petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy in London, on the 22nd day of November, 1861, is hereby required to surrender himself to Theophilus Bennet Hoskyns Abrahall, Esq., a Registrar of the said Court, at the first meeting of creditors, to be held before the said Registrar, on the 10th day of December next, at one o'clock in the afternoon precisely, at the said Court. Mr. William Bell, of No. 3, Coleman-street-buildings, is the Official Assignee, and Mr. Hustwick, of Soham, and Messrs. Hawkins and Co., New Boswell-court, are the Solicitors acting in the bankruptcy.

James Wildy, of No. 3, Union-crescent, New Kent-road, in the county of Surrey, and previously of No. 25, Bell-yard, Carey-street, in the county of Middlesex, Law Bookseller, a Prisoner for Debt in the Debtors' Prison, in the city of London, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in formâ pauperis), filed in Her Majesty's Court of Bankruptcy in London, on the 21st day of November, 1861, is hereby required to surrender himself to Theophilus Bennet Hoskyns Abrahall, Esq., a Registrar of the said Court, at the first meeting of creditors, to be held before the said Registrar, on the 10th day of December next, at one o'clock in the afternoon precisely, at the said Court. Mr. Bell, of No. 3, Coleman-street-buildings, is the Official Assignee.

Robert William Wilcox, of No. 49, Lamb's Conduit-street, afterwards of the Caledonian-road, both in the county of Middlesex, Optician, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, in London, attending at on the 19th day of November, 1861, and the adjudication being directed to be prosecuted at the Court of Bankruptcy in London aforesaid, is hereby required to surrender himself to Theophilus Bennet Hoskyns Abrahall, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar on the 7th day of December, 1861, at eleven o'clock in the forenoon precisely, at the said Court. Mr. William Bell, of No. 3, Coleman-street-buildings, is the Official Assignee.

George Lingham, of No. 16, Bowling-green-street, Kennington, in the county of Surrey, and previously of No. 54, Besborough-street, Picnic, Middlesex, and previously of Acton, Middlesex, and previously of Steyne Cottage, Bognor, Sussex, and previously of Acton, in the county of Middlesex, following no trade, or profession, or calling, a Prisoner in the Debtors' Prison in the city of London, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in formâ pauperis), filed in Her Majesty's Court of Bankruptcy, in London, on the 26th day of November, 1861, is hereby required to surrender himself to Theophilus Bennet Hoskyns Abrahall, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 16th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. William Bell, of No. 3, Coleman-street-buildings, is the Official Assignee, and Mr. Holt, of Quality-court, Chancery-lane, is the Solicitor acting in the bankruptcy.

John Crowther, of No. 2, High-street, Hoxton, in the county of Middlesex, Grocer and Tea Dealer, having been adjudged bankrupt, under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 23rd day of November, 1861, is hereby required to surrender himself to Theophilus Bennet Hoskyns Abrahall, Esq., a Registrar of the said Court, at the first

meeting of creditors, to be held before the said Registrar, on the 12th day of December next, at two o'clock in the afternoon precisely, at the said Court. Mr. Patrick Johnson, of No. 20, Basinghall-street, is the Official Assignee, and Mr. Beard, of No. 10, Basinghall-street, is the Solicitor acting in the bankruptcy.

William Samuel Spinks, of No. 7, Saint John's-road, Hoxton, in the county of Middlesex, Carpenter and Builder, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd day of November, 1861, is hereby required to surrender himself to Theophilus Bennet Hoskyns Abrahall, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 10th day of December next, at half past one o'clock in the afternoon precisely, at the said Court. Mr. Patrick Johnson, of No. 20, Basinghall-street, London, is the Official Assignee, and Mr. G. O. Nash, of No. 12, Haberdasher-place, East Hoxton, is the Solicitor acting in the bankruptcy.

Benjamin Burford, formerly of No. 19, Circus-road, Saint John's-wood, in the county of Middlesex, but now of Great York Mews, Baker-street, in the same county, Livery-stable Keeper and General Dealer having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 21st day of November, 1861, is hereby required to surrender himself to Theophilus Bennet Hoskyns Abrahall Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at half past one of the clock in the afternoon precisely, at the said Court. Mr. Patrick Johnson, of No. 20, Basinghall-street, London, is the Official Assignee, and Mr. J. Eldred, of No. 8, Great James-street, Bedford-row is the Solicitor acting in the bankruptcy.

Cornelius Redgrave, late of No. 16, Brydges-street, Covent Garden, in the parish of Saint Paul, Covent Garden, in the county of Middlesex, Bagatelle Board Maker, having been adjudged bankrupt, under a petition for adjudication of Bankruptcy (in formâ pauperis), filed in Her Majesty's Court of Bankruptcy, in London, on the 20th day of November, 1861, is hereby required to surrender himself to Theophilus Bennet Hoskyns Abrahall, Esq., a Registrar of the said Court, at the first meeting of creditors, to be held before the said Registrar, on the 12th day of December next, at twelve o'clock at noon precisely, at the said Court, Mr. Patrick Johnson, of No. 20, Basinghall-street, is the Official Assignee.

Dunbar John Cother, late of No. 27, Sloane-street, Chelsea, and formerly of No. 10, Welbeck-street, Cavendish-square, and No. 44, Half-Moon-street, Piccadilly, out of business, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, in London, attending at the Queen's Prison, on the 20th day of November, 1861, and the adjudication being directed to be prosecuted at the Court of Bankruptcy, in London, is hereby required to surrender himself to Theophilus Bennet Hoskyns Abrahall, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 13th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. Patrick Johnson, of No. 20, Basinghall-street, London, is the Official Assignee.

Jane Foxall, late of Ealing, in the county of Middlesex, Tavern Keeper, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, in London, attending at Whitecross-street Prison, on the 18th day of November, 1861, and the adjudication being directed to be prosecuted at the Court of Bankruptcy, in London aforesaid, is hereby required to surrender herself to Theophilus Bennet Hoskyns Abrahall, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 13th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. Patrick Johnson, of No. 20, Basinghall-street, is the Official Assignee, and Mr. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

William Hill, late of 11, Stones-street, Commercial-road, East, in the parish of Stepney, in the county of Middlesex, Provision Dealer, and now a Prisoner for Debt in the Debtors' Prison for London and Middlesex, Whitecross-street, in the city of London, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy filed (in formâ pauperis), in Her Majesty's Court of Bankruptcy, in London, on the 22nd day of November, 1861, is hereby required to surrender himself to Thomas Ewing Winslow, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 6th day of December, 1861, at half-past ten o'clock in the forenoon precisely, at the said Court. Mr. William Pennell, of No. 3, Guildhall-chambers, Basinghall-street, London, is the Official Assignee.

Alexander Dalrymple Bell, of Sewardstone, near Waltham, in the county of Essex, Gentleman, having been ad.

judged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd day of November, 1861, is hereby required to surrender himself to Thomas Ewing Winslow, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December, 1861, at ten o'clock in the forenoon precisely, at the said Court. Mr. William Pennell, of No. 3, Guildhall-chambers, Basinghall-street, London, is the Official Assignee, and Mr. Robert Anderson, of 17, Great James-street, Bedford-row, Middlesex, is the Solicitor acting in the bankruptcy.

Alexander Rae, of No. 12, Took's-court, Chancery-lane, in the county of Middlesex, Lithographer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 20th day of November, 1861, is hereby required to surrender himself to Thomas Ewing Winslow, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 11th day of December, 1861, at half-past ten o'clock in the forenoon precisely, at the said Court. Mr. William Pennell, of No. 3, Guildhall-chambers, Basinghall-street, London, is the Official Assignee, and Mr. D. Howell, of 15, Bow-lane, London, is the Solicitor acting in the bankruptcy.

George Buckley, of No. 1, Northumberland-place, Paddington, in the county of Middlesex, Plumber, Painter, and Glazier, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 8th day of November, 1861, is hereby required to surrender herself to Thomas Ewing Winslow, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 11th day of December, 1861, at ten o'clock in the forenoon precisely, at the said Court. William Pennell, of No. 3, Guildhall-chambers, Basinghall-street, London, is the Official Assignee, and Mr. W. H. Davis of No. 10, Golden-square, Regent-street, London, is the Solicitor acting in the bankruptcy.

John Squire, of Rence-park Farm, Harkstead, near Ipswich, in the county of Suffolk, Farmer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd day of November, 1861, is hereby required to surrender himself to Thomas Ewing Winslow, Esq., a Registrar of the said Court, at the first meeting of creditors, to be held before the said Registrar, on the 6th day of December, 1861, at ten o'clock in the forenoon precisely, at the said Court. Mr. William Pennell, of No. 3, Guildhall-chambers, Basinghall-street, London, is the Official Assignee, and Messrs. Depree and Austin, of 23, Lawrence-lane, Cheapside, London, are the Solicitors acting in the bankruptcy.

James Niemann Champion, of No. 4, Aberystwith-terrace, Islington, in the county of Middlesex, House Decorator, Dealer, and Chapman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd day of November, 1861, is hereby required to surrender himself to Thomas Ewing Winslow, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December, 1861, at ten o'clock in the forenoon precisely, at the said Court. Mr. William Pennell, of No. 3, Guildhall-chambers, Basinghall-street, London, is the Official Assignee, and Mr. Francis Farrar, of 19, Great Carter-lane, City, is the Solicitor acting in the bankruptcy.

Charles Henry White (trading as Charles White), of No. 122, Crawford-street, in the parish of Marylebone, in the county of Middlesex, Glass, China, and Earthenware Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 20th day of November, 1861, is hereby required to surrender himself to Thomas Ewing Winslow, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 9th day of December next, at ten of the clock in the forenoon precisely, at the said Court. Mr. William Pennell, of No. 3, Guildhall-chambers, Basinghall-street, London, is the Official Assignee, and Mr. Thomas Pittman, of 94, Upper Stamford-street, Lambeth, Surrey, is the Solicitor acting in the bankruptcy.

Edward Carnell, now of No. 4, Calverly-place, Tonbridge Wells, in the county of Kent, before then of No. 10, Saint Andrew's-terrace, Hastings, in the county of Sussex, before then of High-street, Tonbridge, in the county of Kent aforesaid Attorney-at-law and Solicitor, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy filed in Her Majesty's Court of Bankruptcy, in London, on the 19th day of November, 1861, is hereby required to surrender himself to Thomas Ewing Winslow, Esq., a Registrar of the said Court, at the first meeting of creditors, to be held before the said Registrar, on the 9th day of December next, at ten o'clock in the forenoon

precisely, at the said Court. Mr. William Pennell, of No. 3, Guildhall-chambers, Basinghall-street, London, is the Official Assignee, and Mr. E. Doyle, No. 2, Verulam-buildings, Gray's-inn, London, for Mr. C. Morgan, Maidstone, Kent, are the Solicitors acting in the bankruptcy.

Felix O'Hanlon, of No. 10, Alfred-street, Montpelier-square, Brompton, in the county of Middlesex, Licensed Hawker, having been adjudged bankrupt, under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy in London, on the 20th day of November, 1861, is hereby required to surrender himself to Thomas Ewing Winslow, Esq., a Registrar of the said Court, at the first meeting of creditors, to be held before the said Registrar, on the 7th day of December next, at ten o'clock in the forenoon precisely, at the said Court. Mr. William Pennell, of No. 3, Guildhall-chambers, Basinghall-street, London, is the Official Assignee, and Mr. John Todd, of No. 75, Newgate-street, London, is the Solicitor acting in the bankruptcy.

William Maunall, of Melton, in the county of Suffolk, Corn Chandler and Coal Merchant, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 21st day of November, 1861, is hereby required to surrender himself to Thomas Ewing Winslow, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 6th day of December next, at half past ten o'clock in the forenoon precisely, at the said Court. Mr. William Pennell, of No. 3, Guildhall-chambers, Basinghall-street, London, is the Official Assignee, and Mr. Chidley, of 25, Old Jewry, London, and Mr. Badham, of New Bridge-street, London, agents for Mr. Welton, Woodbridge, Suffolk, are the Solicitors acting in the bankruptcy.

Stephen Clements, of Noak-hill, Romford, in the county of Essex, Dealer in Pigs and Pork Butcher, having been adjudged bankrupt, under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy in London, on the 23rd day of November, 1861, is hereby required to surrender himself to Thomas Ewing Winslow, Esq., a Registrar of the said Court, at the first meeting of creditors, to be held before the said Registrar, on the 9th day of December next, at ten o'clock in the forenoon precisely, at the said Court. Mr. William Pennell, of No. 3, Guildhall-chambers, Basinghall-street, London, is the Official Assignee, and Mr. Charles C. Lewis, jun. of 9, Carey-street, Lincoln's-inn-fields, London, is the Solicitor acting in the bankruptcy.

Thomas Boulter, of Cromer, in the county of Norfolk, in no business or employment, previously of Cromer aforesaid, Hotel Keeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 20th day of November, 1861, is hereby required to surrender himself to Thomas Ewing Winslow, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 9th day of December next, at ten o'clock in the forenoon precisely, at the said Court. Mr. William Pennell, of No. 3, Guildhall-chambers, Basinghall-street, London, is the Official Assignee, and Mr. E. Doyle, No. 2, Verulam-buildings, Gray's-inn, London, for Mr. J. A. Goldsmith, Norwich, Norfolk, are the Solicitors acting in the bankruptcy.

Benjamin Lake, late of Hengrove, in the parish of Aston Clinton, in the county of Buckingham, and now a Prisoner for Debt in the County Gaol, Aylesbury, in the said county, having been adjudged bankrupt by a Registrar of the County Court, at Aylesbury, attending at the County Gaol, Aylesbury aforesaid, on the 13th day of November, 1861, and the adjudication being directed to be prosecuted at the Court of Bankruptcy, in London, is hereby required to surrender himself to Thomas Ewing Winslow, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 11th day of December next, at ten o'clock in the forenoon precisely, at the said Court. Mr. William Pennell, of No. 3, Guildhall-chambers, Basinghall-street, London, is the Official Assignee.

George Samuel Frankham, late of No. 9, Mead-row, Westminster-road, Lambeth, in the county of Surrey, Builder, and now a Prisoner for Debt in the Queen's Prison, in the county of Surrey, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, in London, attending at the Queen's Prison aforesaid, on the 16th day of November, 1861, and the adjudication being directed to be prosecuted at the Court of Bankruptcy, in London, is hereby required to surrender himself to Thomas Ewing Winslow, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 11th day of December next, at ten o'clock in the forenoon precisely, at the said Court. Mr. William Pennell, of No. 3, Guildhall-chambers, Basinghall-street, London, is the Official Assignee.

Edward Forsdyke the younger, late of Great Ormond-yard, Queen's-square, in the county of Middlesex, and now a Prisoner for Debt in the Debtors' Prison for London and

Middlesex, in the city of London, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, in London, attending at the Debtors' Prison for London and Middlesex, on the 21st day of November, 1861, and the adjudication being directed to be prosecuted at the Court of Bankruptcy, in London, is hereby required to surrender himself to Thomas Ewing Winslow, Esq., a Registrar of the said Court, at the first meeting of creditors, to be held before the said Registrar, on the 7th day of December next, at ten o'clock in the forenoon precisely, at the said Court. Mr. William Pennell, of No. 3, Guildhall-chambers, Basinghall-street, London, is the Official Assignee.

James O'Neill Gallagher, late of No. 22, Maddox-street, Regent-street, in the county of Middlesex, and now a Prisoner for Debt in the Debtors' Prison for London and Middlesex, in the city of London, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy in London, attending at the Debtors' Prison for London and Middlesex, in the city of London, on the 21st day of November, 1861, and the adjudication being directed to be prosecuted at the Court of Bankruptcy in London, is hereby required to surrender himself to Thomas Ewing Winslow, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 11th day of December next, at half past ten o'clock in the forenoon precisely, at the said Court. Mr. William Pennell, of No. 3, Guildhall-chambers, Basinghall-street, London, is the Official Assignee.

Thomas Cocks Gale (otherwise Thomas Cocks), formerly of Hercules-buildings, Lambeth, in the county of Surrey, then of Liverpool, in the county of Lancaster, then of Harrogate, in the county of York, and afterwards a Prisoner in the Castle Gaol at York, in no business, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy for the Leeds District, attending at the Castle Gaol of York, on the 14th of November, 1861, and the adjudication being directed to be prosecuted at the Court of Bankruptcy, in Basinghall-street, London, is hereby required to surrender himself to Thomas Ewing Winslow, Esq., a Registrar of the said Court at the first meeting of creditors to be held before the said Registrar, on the 11th day of December next, at ten o'clock in the forenoon precisely, at the said Court. Mr. William Pennell, of No. 3, Guildhall-chambers, Basinghall-street, London, is the Official Assignee.

George Lester, late of the Lord Nelson Inn, Dock-street, Deptford, in the county of Kent, and now a Prisoner for Debt in Maidstone Gaol, having been adjudged bankrupt by a Registrar of the County Court at Maidstone, attending at the Gaol at Maidstone aforesaid, on the 13th day of November, 1861, and the adjudication being directed to be prosecuted at the Court of Bankruptcy, in London, is hereby required to surrender himself to Thomas Ewing Winslow, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 11th day of December next, at ten o'clock in the forenoon precisely, at the said Court. Mr. William Pennell of No. 3, Guildhall-chambers, Basinghall-street, London, is the Official Assignee.

John Read, of Cumberland-row, Islington-green, in the county of Middlesex, China and Glass Dealer and Law Writer, having been adjudged bankrupt under a petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 21st day of November 1861, is hereby required to surrender himself to William Hazlitt, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 12th day of December next, at two o'clock in the afternoon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. J. H. Marshall, of No. 12, Hatton-garden, Middlesex, is the Solicitor acting in the bankruptcy.

Stephen Hawes Crosswell, of No. 86, St. James'-street, Piccadilly, in the county of Middlesex, Wine and Spirit Merchant, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd day of November, 1861, is hereby required to surrender himself to William Hazlitt, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 10th day of December next, at two o'clock in the afternoon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Messrs. Hughes, Hookes, and Co., of No. 1, Saint Swithin's-lane, London, are the Solicitors acting in the bankruptcy.

John Rolfe, of the King's Head, No. 48, Gerrard-street, Soho, in the county of Middlesex, Licensed Victualler, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 25th day of November, 1861, is hereby required to surrender himself to William Hazlitt, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar,

on the 17th day of December next, at half past one o'clock in the afternoon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Messrs. Talbot and Tasker, of No. 47, Bedford-row, London, are the Solicitors acting in the bankruptcy.

William Henry Smith, late of No. 1, Commercial-road East, in the county of Middlesex, lately a Prisoner for Debt in the Debtors' Prison for London and Middlesex, having been adjudged Bankrupt by a Registrar of the Court of Bankruptcy, attending at the Gaol, Whitecross-street, London, on the 19th day of November, 1861, and the adjudication being directed to be prosecuted at the Court of Bankruptcy, Basinghall-street, London, is hereby required to surrender himself to William Hazlitt, Esq., a Registrar of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 17th of December next, at half-past twelve o'clock in the afternoon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee.

Charles Elstone, late of Hammond-passage, Winchester, in the county of Hants, Draper, having been adjudged bankrupt by a Registrar of the county Court held at Winchester, attending at the Hants County Prison, in the county of Southampton, on the 19th of November, 1861, and the adjudication being directed to be prosecuted at the Court of Bankruptcy, Basinghall-street, London, is hereby required to surrender himself to William Hazlitt, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar on the 13th day of December next, at half past two o'clock in the afternoon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee.

Richard Emberlin, late of Windsor-terrace, City-road, in the county of Middlesex, Commercial Traveller, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy attending at the Gaol, Whitecross-street, London, on the 18th of November, 1861, and the adjudication being directed to be prosecuted at the Court of Bankruptcy, Basinghall-street, London, is hereby required to surrender himself to William Hazlitt, Esq., a Registrar of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 17th day of December next, at half past eleven o'clock in the forenoon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee.

Phillipp Eckhans, late of 34, Gresham-street, and of New-street, Bishopsgate, both in the city of London, Importer of Jewellery and Fancy Goods, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy filed in Her Majesty's Court of Bankruptcy, in London, on the 16th day of November, 1861, is hereby required to surrender himself to William Hazlitt, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 17th day of December, 1861, at one o'clock in the afternoon precisely, at the said Court. Mr. Hatton Hamer Stansfeld, of No. 10, Basinghall-street, London, is the Official Assignee, and Mr. E. J. Sydney, of 46, Finsbury-circus, London, is the Solicitor acting under the Bankruptcy.

Thomas Provis Wickham, of No. 21, Upper Montagu-street, Montagu-square, in the county of Middlesex, late of Ham, near Shepton Mallet, in the county of Somerset, Gentleman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd day of November, 1861, is hereby required to surrender himself to William Hazlitt, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 12th day of December next, at three o'clock in the afternoon precisely, at the said Court. Mr. Hatton Hamer Stansfeld, of No. 10, Basinghall-street, London, is the Official Assignee, and Messrs. Harrison and Lewis, of No. 6, Old Jewry, London, are the Solicitors acting in the bankruptcy.

Richard Archibald Farquharson, of No. 8, Holland-terrace, Millbrook-road, Brixton, in the county of Surrey, not in any profession or occupation, formerly a Lieutenant in the 24th Regiment of Foot, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd day of November, 1861, is hereby required to surrender himself to William Hazlitt, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 10th day of December, 1861, at half-past one o'clock in the afternoon precisely, at the said Court. Mr. Hatton Hamer Stansfeld, of No. 10, Basinghall-street, London, is the Official Assignee, and Messrs. Lewis and Sons, Wilmington-square, Middlesex, are the Solicitors acting in the bankruptcy.

John Wright, late of No. 23, Enfield-road North, Kingsland, Middlesex, Rent Collector, having been adjudged

bankrupt by a Registrar of the Court of Bankruptcy attending at the Gaol, Whitecross-street, London, on the 19th of November, 1861, and the adjudication being directed to be prosecuted at the Court of Bankruptcy, Basinghall-street, London, is hereby required to surrender himself to William Hazlitt, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 12th day of December next, at half past one o'clock in the afternoon precisely, at the said Court. Mr. Hatton Hamer Stansfeld, of No. 10, Basinghall-street, London, is the Official Assignee.

George Austen, of No. 4, Goldsmith-place, Ramsgate, in the county of Kent, Grocer and Cheesemonger, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 23rd day of November, 1861, is hereby required to surrender himself to William Hazlitt, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 17th day of December next, at twelve of the clock at noon precisely, at the said Court. Mr. Hatton Hamer Stansfeld, of No. 10, Basinghall-street, London, is the Official Assignee, and Mr. Weymouth, of No. 13, Clifford's-inn, London, is the Solicitor acting in the bankruptcy.

John Morgan, for three weeks last past, in lodgings at No. 23, West-street, Commercial-road, Pimlico, in the county of Middlesex, and before then for six months, and upwards at No. 13, Crozier-street, Lambeth, in the county of Surrey, Joiner and Contractor, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 23rd day of November, 1861, is hereby required to surrender himself to William Hazlitt, Esq., a Registrar of the said Court, at the first meeting of creditors, to be held before the said Registrar, on the 17th day of December next, at eleven of the clock in the forenoon precisely, at the said Court. Mr. Hatton Hamer Stansfeld, of No. 10, Basinghall-street, London, is the Official Assignee, and Messrs. Lewis and Lewis, of No. 10, Ely-place, London, are the Solicitors acting in the bankruptcy.

William Paine, of Botley Hill Farm, Titsey, near Godstone, Surrey, Farmer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 25th of November, 1861, is hereby required to surrender himself to William Hazlitt, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 17th day of December next, at two o'clock in the afternoon precisely, at the said Court. Mr. Hatton Hamer Stansfeld, of No. 10, Basinghall-street, London, is the Official Assignee, and Mr. Henry R. Silvester, of No. 18, Great Dover-street, Newington, Surrey, is the Solicitor acting in the bankruptcy.

John Longworth Clarke, of No. 49, Moorgate-street, in the city of London, and of No. 29, Eastbourne-terrace, Hyde Park, in the county of Middlesex, Attorney-at-Law and Solicitor, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 23rd day of November, 1861, is hereby required to surrender himself to John Fisher Miller, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar on the 21st day of December next, at twelve of the clock at noon precisely, at the said Court. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. H. M. Daniel, of Chancery-chambers, Quality-court, London, is the Solicitor acting in the bankruptcy.

Cornelius Carter, of No. 77, Grosvenor-street, Bond-street, in the county of Middlesex, Dentist, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy in London, on the 22nd day of November, 1861, is hereby required to surrender himself to John Fisher Miller, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 21st day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Messrs. Pawle and Lovesy, No. 7, New-inn, Strand, London, are the Solicitors acting in the bankruptcy.

Frederick Blenkarn, late of Manchester, and previously of London, and now a Prisoner for Debt in Her Majesty's Prison at Lancaster, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy attending at the Prison at Lancaster, on the 18th day of November, 1861, and the adjudication having been directed to be prosecuted at the Court of Bankruptcy, in London, is hereby required to surrender himself to John Fisher Miller, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 21st day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee.

George Thomas Broadbelt Claydon, formerly of Cambridge, then of No. 27, Jewry-street, in the city of London, then of the Island of Mauritius, Merchant and Ship Owner, Dealer and Chapman, and now of No. 6, Albert-street, Moruington-crescent, in the county of Middlesex, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd day of November, 1861, is hereby required to surrender herself to John Fisher Miller, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 21st day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Messrs. Sole, Turner, and Turner, of No. 68, Aldermanbury, London, are the Solicitors acting in the bankruptcy.

John Smith, late of No. 48, Saint Paul's-road, Walworth, in the county of Surrey, out of business, a Prisoner for Debt in the Debtors' Prison for London and Middlesex, in the city of London, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, attending at the Debtors' Prison for London and Middlesex, on the 21st day of November, 1861, and the adjudication being directed to be prosecuted at the Court of Bankruptcy, in London, is hereby required to surrender himself to John Fisher Miller, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 21st day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee.

Robert Elliott Lamplough, late of No. 3, Capland-street, Lisson-grove, in the county of Middlesex, Solicitor, a Prisoner for Debt in the Debtors' Prison for London and Middlesex, in the city of London, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 21st day of November, 1861, and he is hereby required to surrender himself to John Fisher Miller, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 21st day of December next, at two o'clock in the afternoon precisely, at the said Court. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee.

James Baster, late of No. 30, Primrose-street, Bishopsgate Without, in the parish of Bishopsgate, in the county of Middlesex, Builder, and now a Prisoner for Debt in the Debtors' Prison for London and Middlesex, Whitecross-street, in the city of London, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in forma pauperis), filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd day of November, 1861, is hereby required to surrender himself to John Fisher Miller, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar on the 21st day of December next, at twelve of the clock at noon precisely, at the said Court. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee.

Henry Atkins, of No. 61, Harrow-road, Paddington, in the county of Middlesex, Carpenter and Builder, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd day of November, 1861, is hereby required to surrender himself to John Fisher Miller, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 21st day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. Henry Richard Silvester, of No. 18, Great Dover-street, Newington, Surrey, is the Solicitor acting in the bankruptcy.

Stephen Vincent Folch, late of Cannon-row, Westminster, in the county of Middlesex, a Prisoner for Debt in the Debtors' Prison for London and Middlesex, Whitecross-street, in the city of London, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, attending at the Debtors' Prison for London and Middlesex, on the 19th day of November, 1861, and the adjudication being directed to be prosecuted at the Court of Bankruptcy, in London, is hereby required to surrender himself to John Fisher Miller, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 21st day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee.

Thomas Fox, of Great Yarmouth, in the county of Norfolk, Builder and Fishing Merchant, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 25th day of November, 1861, is hereby required to surrender himself to John Fisher

Miller, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 21st day of December next, at twelve of the clock at noon precisely, at the said Court. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Messrs. Lawrance, Plews, and Boyer, of No. 14, Old Jewry-chambers, and Messrs. Reynolds and Palmer, of Great Yarmouth, are the Solicitors acting in the bankruptcy.

Andrew Robertson Mustard, of No. 2, White Conduit-terrace, Park-road, Islington, in the county of Middlesex, Baker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 25th day of November, 1861, is hereby required to surrender himself to John Fisher Miller, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 21st day of December next, at one o'clock in the afternoon precisely, at the said Court. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. William Smith, of No. 15, Wilmington-square, London, is the Solicitor acting in the bankruptcy.

William White, of No. 14, Saint Matthew's-place, Hackney-road, in the county of Middlesex, Haberdasher, Hosier and Trimming Seller, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 26th day of November, 1861, is hereby required to surrender himself to John Fisher Miller, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 21st day of December next, at two o'clock in the afternoon precisely, at the said Court. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. Frederick Augustus Lewis, of No. 7, Trafalgar-place East, Hackney-road, Middlesex, is the Solicitor acting in the bankruptcy.

George Sparrow, of No. 28, Compton-street, Brunswick-square, in the county of Middlesex, Eating-house Keeper and Lodging-house Keeper, having been adjudged bankrupt under a petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 26th day of November, 1861, is hereby required to surrender himself to John Fisher Miller, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 21st day of December next, at three o'clock in the afternoon precisely, at the said Court. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. Richard Chapman King, of No. 54, Great Coram-street, London, is the Solicitor acting in the bankruptcy.

George Withey, of Burslem and Wolstanton, in the county of Stafford, Flint Grinder, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 22nd day of November, 1861, is hereby required to surrender himself to a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 10th day of December next, at eleven o'clock in the forenoon precisely, at the said Court at Birmingham. Mr. George Kinnear, of No. 37, Waterloo-street, Birmingham, is the Official Assignee, and Messrs. James and Knight, of Birmingham, and Mr. Isaac Walker, Burslem, are the Solicitors acting in the bankruptcy.

James Sale the younger, of Chesterton, in the parish of Wolstanton, in the county of Stafford, Joiner, Builder, and Retail Brewer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 22nd day of November, 1861, is hereby required to surrender himself to a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 10th day of December next, at twelve o'clock at noon precisely, at the said Court, at Birmingham. Mr. George Kinnear, of No. 37, Waterloo-street, Birmingham, is the Official Assignee, and Messrs. Slaney and Winstanley, of Newcastle-under-Lyme, and Messrs. James and Knight, of Birmingham, are the Solicitors acting in the bankruptcy.

James Poole, of the Aston-road, Birmingham, in the county of Warwick, Brass Founder, Dealer and Chapman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 22nd day of November, 1861, is hereby required to surrender himself to a Registrar of the said Court, at the first meeting of creditors, to be held before the said Registrar, on the 12th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. Frederick Whitmore, No. 19, Upper Temple-street, Birmingham, is the Official Assignee, and Messrs. East and Parry, of Birmingham, are the Solicitors acting in the bankruptcy.

Richard Bult, of Evesham, in the county of Worcester, Bookseller, Stationer, Printer, and News Agent, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 22nd day of November, 1861, is hereby required to surrender himself to a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 12th day of December next, at eleven o'clock in the forenoon precisely, at the said Court, at Birmingham. Mr. Frederick Whitmore, of No. 19, Upper Temple-street, Birmingham, is the Official Assignee, and Messrs. James and Knight, of Birmingham, and Mr. Eades, of Evesham, are the Solicitors acting in the bankruptcy.

William Smyth, of the city of Hereford, in the county of Hereford, out of business, formerly of the City Arms Hotel, Hereford aforesaid, Innkeeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 23rd day of November, 1861, is hereby required to surrender himself to a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 12th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. Frederick Whitmore, of No. 19, Upper Temple-street, Birmingham, is the Official Assignee, and Mr. Richard Underwood, of Hereford, and Messrs. E. and H. Wright, of Birmingham, are the Solicitors acting in the bankruptcy.

James Martin, of Sleaford, in the county of Lincoln, Tea Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 19th day of November, 1861, is hereby required to surrender himself to Charles Waterfield, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 5th day of December next, at eleven o'clock in the forenoon precisely (and not on the 1st day of December as previously advertised), at the said Court, at the Shirehall, Nottingham. Mr. John Harris, of Nottingham, is the Official Assignee, and Messrs. Brown and Son, of Lincoln, are the Solicitors acting in the bankruptcy.

Daniel Alder, of Cheltenham, in the county of Gloucester, Stationer, Toy Dealer, and Fancy Warehouseman, lately carrying on business at Cheltenham aforesaid, and at Scarborough, in the county of York, in copartnership with John Alder the younger, under the style or firm of Daniel Alder and Son, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Bristol District, at Bristol, on the 23rd of November, 1861, is hereby required to surrender himself to Charles Orme, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 10th day of December next, at one of the clock in the afternoon precisely, at the said Court. Mr. Alfred John Acran, of No. 19, St. Augustine's-place, Bristol, is the Official Assignee, and Messrs. Bevan, Girliug, and Press, Small-street, Bristol, are the Solicitors acting in the bankruptcy.

John Alder the younger, of Cheltenham, in the county of Gloucester, Toy Dealer and Fancy Warehouseman, lately carrying on business at Cheltenham aforesaid, and at Scarborough, in the county of York, in copartnership with Daniel Alder, as Stationers, Toy Dealers, and Fancy Warehousemen, under the style or firm of Daniel Alder and Son, having been adjudged bankrupt, under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Bristol District, at Bristol, on the 22nd of November, 1861, is hereby required to surrender himself to Charles Orme, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 10th day of December next, at one o'clock in the afternoon precisely, at the said Court. Mr. Alfred John Acran, of No. 19, St. Augustine's-place, Bristol, is the Official Assignee, and Messrs. Bevan, Girliug, and Press, Small-street, Bristol, are the Solicitors acting in the bankruptcy.

Evan Jones, of Aberystwith, in the county of Cardigan, Wine and Spirit Merchant, Dealer and Chapman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Bristol District, at Bristol, on the 21st day of November, 1861, is hereby required to surrender himself to Charles Orme, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 10th day of December next, at twelve of the clock at noon precisely, at the said Court. Mr. Edward Mant Miller, of No. 19, St. Augustine's-place, Bristol, is the Official Assignee, and Messrs. M. Britan and Sons, of Bristol, are the Solicitors acting in the bankruptcy.

Robert Boiston, late of Redcar, in the North Riding of the county of York, and sometime an Innkeeper at Eston

Junction, in the said Riding, having been adjudged bankrupt by a Registrar of the County Court of Durham, attending at the Gaol of Durham, in the county of Durham, on the 19th day of November, 1861, and the adjudication being directed to be prosecuted at the Court of Bankruptcy for the Leeds District, is hereby required to surrender himself to Henry Sedgwick Wilde, Esq., a Registrar of the said last mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 9th day of December next, at eleven o'clock in the forenoon precisely, at the said Court, at the Commercial-buildings, Leeds. Mr. Theophilus Carriek, of Park-row, Leeds, is the Official Assignee.

George Marriott, late of Darley Dale, in the county of Derby, Coal Merchant, having been adjudged bankrupt by a Registrar of the County Court, attending at the Derby County Gaol, on the 16th day of November, 1861, and the adjudication being directed to be prosecuted at the Court of Bankruptcy for the Leeds District, is hereby required to surrender himself to Samuel Payne, Esq., a Registrar of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at eleven o'clock in the forenoon precisely, at the said Court, Council-hall, Sheffield. Mr. George Young, of Sheffield, is the Official Assignee.

John Frederick Fry, of Sheffield, in the county of York, Pork Butcher, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 22nd day of November, 1861, is hereby required to surrender himself to a Registrar of the said Court, at the first meeting of creditors, to be held before the said Registrar, on the 7th day of December next, at eleven o'clock in the forenoon precisely, at the said Court, Council-hall, Sheffield. Mr. George Young, of Sheffield, is the Official Assignee, and Mr. Joseph Mason, of York and Sheffield, is the Solicitor acting in the bankruptcy.

William Andrew, of the city of Lincoln, Boarding-house Keeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 25th day of November, 1861, is hereby required to surrender himself to Henry Sedgwick Wilde, Esq., a Registrar of the said Court, at the first meeting of creditors, to be held before the said Registrar on the 11th day of December next, at twelve o'clock at noon precisely, at the Townhall, Kingston-upon-Hull. Mr. Theophilus Carriek, of Hull, is the Official Assignee, and Messrs. Brown and Son, of Lincoln, are the Solicitors acting in the bankruptcy.

Isaac Bentley, of Mold Green, in the parish of Dalton, near Huddersfield, in the county of York, Grocer, Dealer and Chapman, and also carrying on business with John Fawcett, at Mold Green aforesaid, as a Cattle Food Manufacturer, under the firm of Fawcett and Bentley, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 25th day of November, 1861, is hereby required to surrender himself to Henry Sedgwick Wilde, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 9th day of December next, at eleven o'clock in the forenoon precisely, at the said Court, in the Commercial-buildings, Leeds. Mr. Theophilus Carriek, of Park-row, Leeds, is the Official Assignee, and Messrs. Floyd and Learoyd, of Huddersfield, and Messrs. Bond and Barwick, of Leeds, are the Solicitors acting in the bankruptcy.

Edward Black, of Mere Villa, Holt-hill, Tranmere, in the county of Chester, and occupying an office at No. 125, Dale-street, Liverpool, in the county of Lancaster, Attorney-at-Law, having been adjudged bankrupt, under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Liverpool District, on the 23rd day of November, 1861, is hereby required to surrender himself to John Yate Lee, Esq., a Registrar of the said Court, at the first meeting of creditors, to be held before the said Registrar, on the 9th day of December next, at twelve o'clock at noon precisely, at the said Court, at Liverpool. Mr. George Morgan, of No. 10, Cook-street, Liverpool, is the Official Assignee; and Mr. John Godfrey, of No. 14, Dale-street, Liverpool, is the Solicitor acting in the bankruptcy.

John Griffiths, late of Liverpool, in the county of Lancaster, Builder, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Liverpool District, on the 21st day of November, 1861, is hereby required to surrender himself to James Rigg Brougham, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at half past eleven o'clock in the forenoon precisely, at the said Court, at Liverpool. Mr. Charles Turner, of Liverpool, is the Official Assignee.

John Walker, of Ashton-under-Lyne, in the county of Lancaster, Grocer, and also of Dukensfield, in the county of Chester, Innkeeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Manchester District, on the 23rd of November, 1861, is hereby required to surrender himself to the Honourable Montague Wilde, a Registrar of the said Court, at the first meeting of creditors, to be held before the said Registrar, on the 7th day of December next, at eleven o'clock in the forenoon precisely, at the said Court, at Manchester. Mr. Francis Herniman, of No. 69, Princess-street, Manchester, is the Official Assignee, and Mr. Daniel Boote, Manchester, and Mr. John Lord, Ashton-under-Lyne, are the Solicitors acting in the bankruptcy.

John Krauss and Alexander Shaw, of the city of Manchester, in the county of Lancaster, Calico Printers and Commission Agents and Copartners, having been adjudged bankrupts under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Manchester District, on the 23rd day of November, 1861, are hereby required to surrender themselves to the Honourable Montague Wilde, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 13th day of December next, at eleven o'clock in the forenoon precisely, at the said Court, at Manchester. John Fraser, Esq., No. 45, George-street, Manchester, is the Official Assignee, and Messrs. Sale, Worthington, Shipman, and Seddon, of Manchester, are the Solicitors acting in the bankruptcy.

Benjamin Webster, of Hurworth-upon-Tees, in the county of Durham, Grocer, Butcher, and Provision Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Newcastle-upon-Tyne District, on the 23rd of November, 1861, is hereby required to surrender himself to William Sydney Gibson, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 9th day of December next, at eleven o'clock in the forenoon precisely, at the said Court, in the Royal-arcade, Newcastle-upon-Tyne. Mr. Thomas Baker, of Newcastle-upon-Tyne, is the Official Assignee, and Mr. Henry Story, of Newcastle-upon-Tyne, is the Solicitor acting in the bankruptcy.

William Stewart, of Darlington, in the county of Durham, Pipe Manufacturer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Newcastle-upon-Tyne District, on the 21st day of November, 1861, is hereby required to surrender himself to William Sydney Gibson, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 6th day of December next, at half past twelve in the afternoon precisely, at the said Court, in the Royal-arcade, Newcastle-upon-Tyne. Mr. Thomas Baker, of Newcastle-upon-Tyne, is the Official Assignee, and Messrs. W. L. Harle and Co., of No. 20, Southampton-buildings, Chancery-lane, London, and No. 2, Butcher-bank, Newcastle-upon-Tyne, are the Solicitors acting in the bankruptcy.

George Pinkney, late of Pithill, in the county of Durham, Publican and Cowkeeper, late a Prisoner for Debt in the Gaol at Durham, in the county of Durham, having been adjudged bankrupt by the Registrar of the County Court for the Durham District, attending at the Durham Gaol, on the 19th day of November, 1861, and the adjudication being directed to be prosecuted at the Court of Bankruptcy for the Newcastle-upon-Tyne District, is hereby required to surrender himself to William Sydney Gibson, Esq., a Registrar of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 6th day of December next, at twelve o'clock noon precisely, at the said Court, in the Royal-arcade, Newcastle-upon-Tyne. Mr. Thomas Baker, of Newcastle-upon-Tyne, is the Official Assignee, and Mr. John Theodore Hoyle, of Newcastle-upon-Tyne, is the Solicitor acting in the bankruptcy.

Edward Ord, late of Crook, in the county of Durham, Draper and Tailor, late a Prisoner for Debt in the Gaol at Durham, in the county of Durham, having been adjudged bankrupt by the Registrar of the County Court for the Durham District, attending at the Durham Gaol, on the 19th day of November, 1861, and the adjudication being directed to be prosecuted at the Court of Bankruptcy for the Newcastle-upon-Tyne District, is hereby required to surrender himself to William Sydney Gibson, Esq., a Registrar of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 6th day of December next, at half past eleven o'clock in the forenoon precisely, at the said Court, in the Royal-arcade, Newcastle-upon-Tyne. Mr. Thomas Baker, of Newcastle-upon-Tyne, is the Official Assignee, and Mr. John Theodore Hoyle, of Newcastle-upon-Tyne, is the Solicitor acting in the bankruptcy.

Thomas Ord, late of the borough of Sunderland, in the county of Durham, Veterinary Surgeon and Smith, late a

Prisoner for Debt in the Gaol at Durham, in the county of Durham, having been adjudged bankrupt by the Registrar of the County Court for the Durham District, attending at the Durham Gaol, on the 19th day of November, 1861, and the adjudication being directed to be prosecuted at the Court of Bankruptcy for the Newcastle-upon-Tyne District, is hereby required to surrender himself to William Sydney Gibson, Esq., a Registrar of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 5th day of December next, at eleven o'clock in the forenoon precisely, at the said Court, in the Royal-arcade, Newcastle-upon-Tyne. Mr. Thomas Baker, of Newcastle-upon-Tyne, is the Official Assignee, and Mr. John Theodore Hoyle, of Newcastle-upon-Tyne, is the Solicitors acting in the bankruptcy.

Mary Oates, late of No. 65, Parliament-street, Liverpool, in the county of Lancaster, having been adjudged bankrupt by the Registrar of the Court of Bankruptcy, attending at the Gaol at Lancaster, and now a Prisoner for Debt in the Gaol of Lancaster, on the 19th day of November, 1861, and the adjudication being directed to be prosecuted at the County Court of Lancashire, holden at Liverpool, is hereby required to surrender herself to Henry Hime, Esq., the Registrar of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 9th day of December next, at two o'clock in the afternoon precisely, at the said Court, No. 80, Lime-street, Liverpool. Henry Hime, Esq., of No. 80, Lime-street, Liverpool, is the Official Assignee.

Francis Holmes, of No. 88, Myrtle-street, Liverpool, in the county of Lancaster, and previously of No. 120, Bold-street, in Liverpool aforesaid, Book Keeper, his Wife carrying on business as a Milliner and Dressmaker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Liverpool, on the 23rd day of November, 1861, is hereby required to surrender himself to Henry Hime, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 10th day of December next, at two o'clock in the afternoon precisely, at the said Court, No. 80, Lime-street, Liverpool. Mr. Henry Hime, of No. 80, Lime-street, Liverpool, is the Official Assignee, and Mr. John Conway, of No. 4, Harrington-street, Liverpool is the Solicitor acting in the bankruptcy.

Joseph Redfearn, of Vine Cottage, Cato-street, North Bloomsbury, Birmingham, in the county of Warwick, Warehouseman, having been adjudged bankrupt, under a Petition for adjudication of Bankruptcy, filed in the County Court of Warwick, holden at Birmingham, on the 23rd day of November, 1861, is hereby required to surrender himself to John Guest, Esq., Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 20th day of December next, at ten o'clock in the forenoon precisely, at the said Court, Waterloo-street, Birmingham. John Guest, Esq., is the Official Assignee, and Mr. Thomas Corles, of No. 4, Great Charles-street, Birmingham, is the Solicitor acting in the bankruptcy.

Henry Fialt, of No. 42, Worcester-street, and No. 54, Hill-street, Birmingham, in the county of Warwick, Cooper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Warwickshire, holden at Birmingham, on the 21st day of November, 1861, is hereby required to surrender himself to John Guest, Esq., the Registrar of the said Court, at the first meeting of creditors, to be held before the said Registrar, on the 20th day of December next, at ten o'clock in the forenoon precisely, at the said Court, Waterloo-street, Birmingham. Mr. John Guest is the Official Assignee, and Mr. John Webb, of New-street, Birmingham, is the Solicitor acting in the bankruptcy.

Thomas Holloway, of No. 44, Latimer-street South, Birmingham, in the county of Warwick, in lodgings, out of business and employment, and previously of the Half Moon Inn, being No. 6, Little Hill-street, Birmingham aforesaid, Licensed Victualler and Retail Brewer and Dealer in Tobacco, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Warwickshire, holden at Birmingham, on the 22nd day of November, 1861, is hereby required to surrender himself to John Guest, Esq., Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 20th day of December next, at ten o'clock in the forenoon precisely, at the said Court, Waterloo-street, Birmingham. Mr. John Guest is the Official Assignee, and Mr. Joseph Bury Fuller, of No. 1, Sheepcote-street, Birmingham, is the Solicitor acting in the bankruptcy.

William Palsler, of Angelina-street, Birmingham, in the county of Warwick, Brace and Bit Maker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Warwickshire, holden at Birmingham, on the 20th day of November, 1861, is

hereby required to surrender himself to John Guest, Esq., Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 20th day of December next, at ten o'clock in the forenoon precisely, at the said Court, Waterloo-street, Birmingham. John Guest, Esq., is the Official Assignee, and Mr. Edward Allen, of Moor-street, Birmingham, is the Solicitor acting in the bankruptcy.

William Alfred Robertson, of No. 12, Ebenezer-terrace, Francis-street, Birmingham, in the county of Warwick, previously of Lichfield-street, Birmingham aforesaid, Wholesale Dealer in Porter, and Retailer of Beer and Tobacco, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Warwickshire, holden at Birmingham, on the 22nd day of November, 1861, is hereby required to surrender himself to John Guest, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 20th day of December next, at ten o'clock in the forenoon precisely, at the said Court, Waterloo-street, Birmingham. Mr. John Guest, of Birmingham, is the Official Assignee, and Mr. Henry Thomas Fluck of Bennett's-hill, Birmingham, is the Solicitor acting in the bankruptcy.

Thomas Scattergood the younger, of Fillongley, in the county of Warwick, Labourer, and previously thereto of the Durham Ox Inn, Fillongley aforesaid, Licenced Victualler and Dealer in Tobacco, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Warwickshire, holden at Coventry, on the 20th day of November, 1861, is hereby required to surrender himself to Thomas Ball Troughton, Esq., Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 23rd day of December next, at one o'clock in the afternoon precisely, at the said Court. Thomas Ball Troughton, Esq., is the Official Assignee, and Thomas Smallbone, of Coventry, is the Solicitor acting in the bankruptcy.

Joseph Birch, of Barnacle, in the parish of Shelton, in the county of Warwick, Grocer, Baker, Flour Dealer, Shopkeeper, and General Provision Dealer, having been adjudged bankrupt, under a Petition for adjudication of Bankruptcy, filed in the County Court of Warwickshire, holden at Coventry, on the 20th day of November, 1861, is hereby required to surrender himself to Thomas Ball Troughton, Esq., Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 23rd day of December next, at two of the clock in the afternoon precisely, at the office of the said Court. Thomas Ball Troughton, Esq., is the Official Assignee, and Mr. Thomas Smallbone, of Coventry, is the Solicitor acting in the bankruptcy.

George Cotton, of No. 13 Court, No. 11 House, Spon-street, Coventry, in the county of Warwick, Builder, Bricklayer, Slater, and Plasterer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Warwickshire, holden at Coventry, on the 20th day of November, 1861, is hereby required to surrender himself to Thomas Ball Troughton, Esq., Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 23rd day of December next, at two o'clock in the afternoon precisely, at the office of the said Court. Thomas Ball Troughton, Esq., is the Official Assignee, and Mr. Thomas Smallbone, of Coventry, is the Solicitor acting in the bankruptcy.

Tom Riding, of Little London, in the parish of Leeds, in the county of York, Carver, Gilder, and Paperhanger, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Wakefield, on the 21st day of November, 1861, is hereby required to surrender himself to Henry Mason, Esq., a Registrar of the said Court, at the first meeting of creditors, to be held before the said Registrar, on the 7th day of December next, at eleven o'clock in forenoon precisely, at the West Riding Court House, at Wakefield. Henry Mason, Esq., of Wakefield, is the Official Assignee, and G. A. and W. Emsley, of Leeds, is the Solicitor acting in the bankruptcy.

Henry Marlow, of Teddesley-street, Walsall, Journeyman Collar Maker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Staffordshire, holden at Walsall, on the 20th day of November, 1861, is hereby required to surrender himself to the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 4th day of December next, at ten o'clock in the forenoon precisely, at his office, Lichfield-street, Walsall. Mr. Frederic Fahrman Clarke is the Official Assignee, and Mr. J. H. Moore, of Walsall, is the Solicitor acting in the bankruptcy.

Luke West, late of Emscote, in the borough of Warwick, Cattle Dealer, now a Prisoner in the Gaol of Warwick, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (*in formâ pauperis*), filed in the County Court of Warwickshire, holden at Warwick, on the

15th day of November, 1861, is hereby required to surrender himself to Mr. Francis Tibbits, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 9th day of December next, at ten o'clock in the forenoon precisely, at the offices of the said Court. Mr. Francis Tibbits, of Warwick, is the Official Assignee.

William Davison, of Wigton, in the county of Cumberland, Tanner, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Cumberland, holden at Wigton, on the 13th day of November, 1861, is hereby required to surrender himself to Anthony Berwick Were, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 6th day of December next, at eleven o'clock in the forenoon precisely, at the said Court, Mr. Anthony Berwick Were, of Wigton, is the Official Assignee, and Mr. Robert Lawson, of Wigton, is the Solicitor acting in the bankruptcy.

James Lawton, of Morley, in the county of York, Cloth Maker, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy for the Leeds District, attending at the Castle Gaol or Prison of York, on the 14th day of November, 1861, and the adjudication being directed to be prosecuted in the County Court of Yorkshire, holden at Dewsbury, is hereby required to surrender himself to Mr. George Brooke Nelson, Registrar of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 13th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. George Brooke Nelson is the Official Assignee, and Mr. Henry Boulton Harle, of Leeds, is the Solicitor acting in the bankruptcy.

Titus Briggs, of Morley, in the county of York, Cloth Manufacturer, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy for the Leeds District, attending at the Castle Gaol or Prison of York, on the 14th day of November, 1861, and the adjudication being directed to be prosecuted at the County Court of Yorkshire, holden at Dewsbury, is hereby required to surrender himself to Mr. George Brooke Nelson, Registrar of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 13th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. George Brooke Nelson is the Official Assignee, and Mr. Henry Boulton Harle, of Leeds, is the Solicitor acting in the bankruptcy.

Thomas Terry, now of Knowl, in the parish of Mirfield, in the county of York, in lodgings, out of business, lately carrying on business at Patrick-row, in the parish of Mirfield aforesaid, as a Licensed Retailer of, and Dealer in, Ale, Beer, Porter, Tobacco, and Cordials, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Dewsbury, on the 20th day of November, 1861, is hereby required to surrender himself to Mr. George Brooke Nelson, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 13th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. George Brooke Nelson is the Official Assignee, and Mr. Charles Walker, of Dewsbury, is the Solicitor acting in the bankruptcy.

William Shons, of Yorkshire-street, Oldham, in the county of Lancaster, Wireworker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Oldham, on the 18th day of November, 1861, is hereby required to surrender himself to John Summerscales, Esq., Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 12th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. John Summerscales is the Official Assignee, and Mr. William Ascroft, of Oldham, is the Solicitor acting in the bankruptcy.

Charles Cropp, of No. 4, Ordnance-row, Portsea, Hants, Tailor and Lodging-house Keeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Hampshire, holden at Portsmouth, on the 21st day of November, 1861, is hereby required to surrender himself to John Howard, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 9th day of December next, at eleven of the clock in the forenoon precisely, at the said Court. Mr. John Howard, of Portsmouth, is the Official Assignee, and Mr. Thomas Cousins, junr., of Portsea, is the Solicitor acting in the bankruptcy.

Edmund Wilkinson, of Oaken Gates, in the parish of Shiffnal, in the county of Salop, Innkeeper and Leather Dresser, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Shropshire, holden at Madeley, on the 19th day of November, 1861, is hereby required to surrender himself to the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 5th

day of December next, at ten o'clock, in the forenoon precisely, at the said Court. George Potts, of Broseley, is the Official Assignee, and Mr. John Bidlake, of Wellington, Salop, is the Solicitor acting in the bankruptcy.

John Andrew Vyse, of Joiner's-square, Hanley, in the parish of Stoke-upon-Trent, in the county of Stafford, Coal Dealer and Packer of China, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy filed in the County Court of Staffordshire, holden at Hanley, Burslem, and Tunstall, on the 22nd day of November, 1861, is hereby required to surrender himself to Edward Challinor, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar on the 7th day of December next, at ten o'clock in the forenoon precisely, at the County Court Office, Lamb-street, Hanley. Edward Challinor, of Hanley, is the Official Assignee, and Mr. Robert William Litchfield, of Newcastle-under-Lyme, is the Solicitor acting in the bankruptcy.

William James Percival, of Althorne, in the county of Essex, Oyster Dredger, having been adjudged bankrupt by the Registrar of the County Court of Essex, holden at Chelmsford, attending at the Springfield Gaol, on the 15th day of November, 1861, and the adjudication being directed to be prosecuted in the County Court of Essex, holden at Maldon, is hereby required to surrender himself to William Codd, Esq., the Registrar of the said last-mentioned Court, at the first meeting of creditors, to be held before the said Registrar, on the 7th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. William Codd, of Maldon, is the Official Assignee.

John Henry Jones, now and since the 1st day of June last past of No. 32, in Frog-street, at Swansea, in the county of Glamorgan, Shopkeeper, Grocer, and General Dealer, and Collector of Harbour Tolls or Dues, and for nearly twelve months previously living in lodgings at No. 20, in Fisher-street, at Swansea aforesaid, Collector of Harbour Tolls or Dues, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Glamorganshire, holden at Swansea, on the 21st of November, 1861, is hereby required to surrender himself to Lewis Morris, Esq., Registrar of the said Court, at the first meeting of creditors, to be held before the said Registrar, on the 12th day of December next, at twelve o'clock at noon precisely, at the said Court, No. 3, Fisher-street, Swansea. Mr. Lewis Morris, of No. 3, Fisher-street, Swansea, is the Official Assignee, and Mr. Henry Morris, of No. 5, Rutland-street, Swansea, is the Solicitor acting in the bankruptcy.

Humphrey Podd, of No. 11, Charles-street, in the parish of Saint Margaret, in Ipswich, in the county of Suffolk, Bricklayer and Plasterer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Suffolk, holden at Ipswich, on the 23rd day of November, 1861, is hereby required to surrender himself to Charles Pretyma, Esq., a Registrar of the said Court, at the first meeting of creditors, to be held on the 9th day of December next, at eleven of the clock in the forenoon precisely, at the office of the said Court, in Silent-street, Ipswich. Charles Pretyma, Esq., is the Official Assignee, and Mr. John Metcalfe Pollard, of Old Butter Market, Ipswich, is the Solicitor acting in the bankruptcy.

John Bacon, of No. 17, Church-street, in the city of York, Tea Dealer, Grocer, and Confectioner, and Dealer in British Wines, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at York, on the 21st day of November, 1861, is hereby required to surrender himself to Richard Perkins, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 5th day of December next, at eleven of the clock in the forenoon precisely, at the County Court Office, York. Mr. Richard Perkins, of No. 25, Coney-street, York, is the Official Assignee, and Mr. Joseph Mason, of No. 1, King-street, Castlegate, York, is the Solicitor acting in the bankruptcy.

James Rudd, of Arundel-street, Sheffield, in the county of York, late Beerhouse Keeper and Grocer, but now out of business, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Sheffield, on the 22nd day of November, 1861, is hereby required to surrender himself at the first meeting of creditors, to be held on the 12th day of December next, at twelve o'clock at noon precisely, at the Office of the said Court, Bank-street, Sheffield. Messrs. William Wake and Thomas William Rodgers, are the Official Assignees, and Mr. William Binney, of Sheffield, is the Solicitor acting in the bankruptcy.

Thomas John Creswick, of Ranmoor, in the parish of Sheffield, in the county of York, Electro-plate Manufacturer and Silversmith, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Sheffield, on the 23rd day of November, 1861, is hereby required to surren-

der himself at the first meeting of creditors, to be held before the said Court, on the 12th day of December next, at twelve o'clock at noon precisely, at the Office of the said Court. Messrs. William Wake and Thomas William Rodgers are the Official Assignees, and Mr. William Binney, of Sheffield, is the Solicitor acting in the bankruptcy.

Stephen Plews, of Denbigh-terrace, Levenshulme, in the county of Lancaster, Warehouseman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Manchester, on the 8th day of November, 1861, is hereby required to surrender himself to Mr. Samuel Kay, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 16th day of December next, at twelve of the clock at noon precisely, at the said Court, Nicholas-croft, Manchester. Mr. Samuel Kay is the Official Assignee, and Messrs. J. and W. Hewitt, of No. 20, Bond-street, Manchester, are the Solicitors acting in the bankruptcy.

William Hutchinson, of Mycock-street, Manchester, Joiner and Builder and Repairer of Property, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Manchester, on the 19th day of November, 1861, is hereby required to surrender himself to Mr. Samuel Kay, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 16th day of December next, at twelve of the clock at noon precisely, at the said Court, Nicholas-croft, Manchester. Mr. Samuel Kay is the Official Assignee, and Mr. J. Eltoft, of Bridge-street, Manchester, is the Solicitor acting in the bankruptcy.

Edmund Watkins, of Brighton-street, Manchester, Tripe Dresser, Dealer and Chapman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Manchester, on the 20th day of November, 1861, is hereby required to surrender himself to Mr. Samuel Kay, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 16th day of December next, at twelve of the clock at noon precisely, at the said Court, Nicholas-croft, Manchester. Mr. Samuel Kay is the Official Assignee, and Mr. E. T. Dickenson, of Manchester, is the Solicitor acting in the bankruptcy.

John Reeves, now of Foston Heath, in the parish of Foston, in the county of Derby, out of business, and formerly and for twenty years and upwards immediately previously thereto of the Rhymes Farm, Foston aforesaid, a Farmer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Staffordshire, holden at Burton, on the 14th day of November, 1861, is hereby required to surrender himself to Mr. Philip Hubbersty, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 9th day of December next, at two of the clock in the afternoon precisely, at the said Court. Mr. Philip Hubbersty is the Official Assignee, and Messrs. Southall and Nelson, of Birmingham, are the Solicitors acting in the bankruptcy.

John Lloyd, of Grout-street, Greets-green, in the parish of West Bromwich, in the county of Stafford, out of business, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Staffordshire, holden at Oldbury, on the 21st day of November, 1861, is hereby required to surrender himself to George Steward Watson, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 6th day of December next, at two o'clock in the afternoon precisely, at the Free Schools, Oldbury. Messrs. Joseph Heapy Watson and George Steward Watson are the Official Assignees, and Thomas Corles, of Birmingham, is the Solicitor acting in the bankruptcy.

Robert Shaw, of Stanton, near Bakewell, in the county of Derby, Higgler and Toll-gate Keeper, having been adjudged bankrupt, under a Petition for adjudication of Bankruptcy, filed in the County Court of Derbyshire, holden at Bakewell, on the 22nd day of November, 1861, is hereby required to surrender himself to Philip Hubbersty, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 10th of December next, at twelve o'clock at noon precisely, at the said Court. Mr. Philip Hubbersty is the Official Assignee.

Cuthbert Nickson, of Euston-street, in Blackpool, in the county of Lancaster, Livery Stable Keeper, and carrying on such business, and occupying a Yard and Stables, in Church-street, in Blackpool aforesaid, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Poulton, on the 20th day of November, 1861, is hereby required to surrender himself to Edward John Patteson, Esq., Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 11th day of December

next, at two o'clock in the afternoon precisely, at the said Court. Mr. Edward John Patteson, of Poulton, is the Official Assignee, and William James Plant, of Preston, is the Solicitor acting in the bankruptcy.

Thomas Mirfin the younger, late of Sackville-street, Barnsley, in the county of York, Beer-house Keeper and Cabinet Maker, but now of Summer-lane, in Barnsley aforesaid, Cabinet Maker, having been adjudged bankrupt, under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Barnsley, on the 20th day of November, 1861, is hereby required to surrender himself to William Shepherd, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 9th day of December next, at ten o'clock in the forenoon precisely, at the said Court. William Shepherd, Esq., is the Official Assignee, and Messrs. Newman and Sons, of Barnsley, are the Solicitors acting in the bankruptcy.

John Bletcher, of No. 66, Welcomb-street, Hulme within the jurisdiction of this Court, Commission Agent Potato and Fruit Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Salford, on the 21st of November, 1861, is hereby required to surrender himself to Mr. Frederick Copley Hulton, the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar on the 7th day of December next, at half past ten o'clock in the forenoon precisely, at the office of the said Court, New Bailey-street, Salford. Mr. Frederick Copley Hulton is the Official Assignee, and Mr. James Leyland Hodgson, of Manchester, is the Solicitor acting in the bankruptcy.

Samuel Tillotson, of that part of Todmorden which lies in the township of Langfield, in the parish of Halifax, in the county of York, Police Constable, having been adjudged bankrupt under a Petition for adjudication of bankruptcy, filed in the County Court of Yorkshire, holden at Todmorden, on the 21st of November, 1861, is hereby required to surrender himself to Abraham Greenwood Eastwood, Esq., a Registrar of the said Court, at the first meeting of creditors, to be held before the said Registrar, on the 6th day of December next, at eleven o'clock in the forenoon precisely, at the Court-house, Todmorden. Mr. Abraham Greenwood Eastwood is the Official Assignee, and Mr. John Blomley is the Solicitor acting in the bankruptcy.

George Redfearn, of Wellington street, Leeds, in the county of York, Butcher and Grocer, having been adjudged bankrupt, under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Leeds, on the 22nd day of November, 1861, is hereby required to surrender himself to John William Sangster, Gent., Esq., Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 12th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. John William Sangster, of Albion-place, Leeds, is the Official Assignee, and Mr. Henry Boulton Harle, of Leeds, is the Solicitor acting in the bankruptcy.

Benjamin Swallow, of No. 6, Cow-green, Halifax, in the county of York, Painter, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Halifax, on the 23rd day of November, 1861, is hereby required to surrender himself to Michael Henry Rankin, Gentleman, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 13th day of December next, at ten o'clock in the forenoon precisely, at the said Court. George Dyson and Michael Henry Rankin, are the Official Assignees, and Messrs. Ingram and Baines, of Halifax, are the Solicitors acting in the bankruptcy.

David Bolland, of Bowling, in the county of York, Shoe Maker, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy for the Leeds District, attending at York Castle, on the 14th day of November, 1861, and the adjudication being directed to be prosecuted in the County Court of Yorkshire, holden at Bradford, is hereby required to surrender himself to George Robinson, Esq., Registrar of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 10th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. George Robinson, of No. 1, Drewton-street, Bradford, is the Official Assignee.

Thomas Nadauld Potter, of Smalley and Mapperley, in the county of Derby, Butcher, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Derbyshire, holden at Belper, on the 21st day of November, 1861, is hereby required to surrender himself to William Machin Ingle, Esq., Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 12th day of December next, at eleven o'clock in the forenoon precisely, at the

said Court. Mr. William Machin Ingle, of Belper, is the Official Assignee, and Mr. Joseph Shaw, of Derby, is the Solicitor acting in the bankruptcy.

John Robson, of No. 20, Portland-street, Elswick-lane, in the town and county of Newcastle-upon-Tyne, late of Railway-street, in the same town and county, Licensed Victualler, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Northumberland, holden at Newcastle, on the 20th day of November, 1861, is hereby required to surrender himself to the said Court, at the first meeting of creditors to be held before the said Court, on the 12th day of December next, at ten o'clock in the forenoon precisely, at the Guildhall, Newcastle-upon-Tyne. Mr. John Clayton, of Newcastle-upon-Tyne, is the Official Assignee, and Mr. John Scaife, of the Royal-arcade, Newcastle-upon-Tyne, is the Solicitor acting in the bankruptcy.

James Hurley, of No. 4, Coffin's-court, Smythen-street, in the parish of Saint George, in the city of Exeter, Joiner, formerly of No. 5, Silver-place, Paris-street, in the parish of Saint Sidwell, in the county of the city of Exeter, Joiner, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Devonshire, holden at Exeter, on the 22nd day of November, 1861, is hereby required to surrender himself to Mr. John Daw, the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. John Daw, of No. 13, Bedford-circus, Exeter, is the Official Assignee, and Mr. Merlin Fryer, of Cowick-street, Saint Thomas, Exeter, is the Solicitor acting in the bankruptcy.

William Clark, of Ross, in the county of Hereford, Cheese Dealer, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy for the Bristol District, attending at the Bristol Gaol, on the 14th day of November, 1861, and the adjudication being directed to be prosecuted at the County Court of Herefordshire, holden at Ross, is hereby required to surrender himself to Mr. Nathaniel Kyrle Collins, a Registrar of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 6th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. Nathaniel Kyrle Collins, is the Official Assignee.

Richard Godsell, late of Whippingham, in the Isle of Wight, in the county of Hants, a Prisoner for Debt in the Hants County Prison, at Winchester, having been adjudged bankrupt by a Registrar of the County Court, attending at the Gaol at Winchester, on the 19th day of November, 1861, and the adjudication being directed to be prosecuted at the County Court of Hampshire, holden at Newport, Isle of Wight, is hereby required to surrender himself to Frederick Blake, Esq., Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at eleven o'clock in the forenoon precisely, at the County Court Office, Quay-street, Newport. Mr. Frederick Blake is the Official Assignee.

Ann Cave, of Nodelhill (now called Upper Saint James's-street), in the parish of Carisbrooke, in the Isle of Wight, in the county of Hants, Baker, Grocer, and Tobacconist, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Hampshire, holden at Newport, on the 23rd day of November, 1861, is hereby required to surrender herself to Frederick Blake, Esq., Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at eleven o'clock in the forenoon precisely, at the said Court, Quay-street, Newport. Mr. Frederick Blake is the Official Assignee, and Mr. George Prince Joyce, of Newport, is the Solicitor acting in the bankruptcy.

John Whisker, of Great Driffield, in the East Riding of the County of York, Shoemaker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Great Driffield, on the 20th day of November, 1861, is hereby required to surrender himself to Mr. Edmund Dade Conyers, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 9th day of December next, at eleven o'clock in the forenoon precisely, at his office, Great Driffield. Mr. Edmund Dade Conyers, is the Official Assignee, and Mr. William Allen, of Great Driffield, is the Solicitor acting in the bankruptcy.

William Henry Knock, of No. 121, High-street, Eton, in the county of Buckingham, Fruiterer and Confectioner, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Berkshire, holden at Windsor, on the 21st day of November, 1861, is hereby required to surrender himself to Henry Darvill, Esq., Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 5th day of December next, at eleven o'clock in the fore-

noon precisely, at the County Court Office, Windsor. Mr. Henry Darvill is the Official Assignee, and Messrs. Bevan and Co., of No. 4, Quality-court, Chancery-lane, London, are the Solicitors acting in the bankruptcy.

George Constable, of Boughton-under-the-Blean, in the county of Kent, Boot and Shoe Maker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Kent, holden at Faversham, on the 21st day of November, 1861, is hereby required to surrender himself to James Tassell, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 10th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. James Tassell, of Faversham, is the Official Assignee, and Mr. Samuel George Johnson, of Faversham, is the Solicitor acting in the bankruptcy.

John Stammers, of Bedford, in the county of Suffolk, Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Suffolk, holden at Framlingham and Saxmundham, on the 21st day of November, 1861, is hereby required to surrender himself to Charles Clubbe, Registrar of the said Court at the first meeting of creditors, to be held before the said Registrar, on the 9th day of December next, at eleven o'clock in the forenoon precisely, at the office of the said Court at Framlingham. Charles Clubbe, of Framlingham, is the Official Assignee, and Henry Kingdon Moseley, of Framlingham, is the Solicitor acting in the bankruptcy.

John Sadler, of Fishergate, near Shoreham, in the county of Sussex, Master Mariner, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Sussex, holden at Brighton on the 22nd day of November, 1861, is hereby required to surrender himself to Ewen Evershed, Gentleman, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 6th day of December next, at four o'clock in the afternoon precisely, at the County Court Office, Princes-street, Old Steine, Brighton. Mr. Ewen Evershed, of Brighton is the Official Assignee, and Mr. James Lay, of No. 44, Poultry, London, is the Solicitor acting in the bankruptcy.

Samuel Moore, of Lowestoft, in the county of Suffolk, Fish Merchant and Fish Curer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Suffolk, holden at Lowestoft, on the 22nd day of November, 1861, is hereby required to surrender himself to Richard Henry Reeve, the Provisional Registrar of the said Court, at the first meeting of creditors to be held before the said Provisional Registrar, on the 12th day of December next, at twelve o'clock at noon precisely, at the office of the said Court, Lowestoft. Mr. Richard Henry Reeve, is the Official Assignee, and John Goldsmith Atkinson, of Norwich, is the Solicitor acting in the bankruptcy.

Daniel Bates, of Thoroton, in the county of Nottingham, Miller, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Nottinghamshire, holden at Bingham, on the 25th day of November, 1861, is hereby required to surrender himself to Edwin Patchitt, Esq., Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 21st day of January next, at ten o'clock in the forenoon precisely, at the Chesterfield Arms Inn, Bingham. Edwin Patchitt, Esq., of Nottingham, is the Official Assignee, and James Coope, of Fletcher-gate, Nottingham, is the Solicitor acting in the bankruptcy.

Richard Smith the elder, of Hoo, in the county of Kent, Land Surveyor and Market Gardener, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in formâ pauperis), filed in the County Court of Kent, holden at Maidstone, on the 8th day of November, 1861, and the proceedings in the said adjudication having been transferred to the County Court of Kent, holden at Rochester, is hereby required to surrender himself to George Brindley Acworth, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 10th day of December next, at twelve o'clock at noon precisely, at the office of the said Court, No. 37, High-street, Rochester. George Brindley Acworth, of Rochester, is the Official Assignee, and Richard Hodges Munday, of No. 6, Essex-street, Strand, is the Solicitor acting in the bankruptcy.

Public sittings will be appointed by the Court for the said bankrupts, respectively, to pass their Last Examinations, of which sittings due notice will be given in the London Gazette. At the said first meetings of Creditors the Registrar will receive the Proofs of the Debts of the Creditors, and the Creditors may choose an Assignee or Assignees of the bankrupts' estate and effects.

At the public sittings proofs of debts of creditors will also be received, and the said bankrupts will be respectively required to submit themselves to be examined, and to make a full disclosure and discovery of all their estate and effects and to finish their examinations.

Notice is also hereby given to all persons indebted to any of the said bankrupts, or that have any of their effects, not to deliver the same but to the Official Assignee whom the Court has appointed in that behalf, and give notice to the Solicitor acting in the bankruptcy.

The Bankruptcy Act, 1861.

Notice of Sittings for Last Examination.

Edward Walford Jones, of No. 3, Eldon-place, Upper Kennington-lane, in the county of Surrey, Clerk to a Coal Merchant, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 5th day of November, 1861, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Joshua Evans, Esq., a Commissioner of the said Court, on the 19th day of December next, at the said Court, at Basinghall-street, in the city of London, at one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. William Bell, of No. 3, Coleman-street-buildings, London, is the Official Assignee, and Mr. W. Neal, of Pinners Hall, is the Solicitor acting in the bankruptcy.

James Crane, Mining Agent, Dealer and Chapman, of Weaver's Hall, Basinghall-street, in the city of London, now a Prisoner for Debt in the Debtors' Prison for London and Middlesex, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in form pauperis), filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd day of October, 1861, a public sitting, for the said bankrupt to pass his Last Examination and make application for his Discharge, will be held before John Samuel Martin Fonblanque, Esq., a Commissioner of the said Court, on the 21st day of December next, at the said Court, Basinghall-street, London, at eleven in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender.

John Stevens, late of No. 1, Castle-terrace, New Hampstead-road, Kentish Town, and now of No. 3, Lonsdale-road, Bayswater, both in the county of Middlesex, Builder and Contractor, Dealer and Chapman, a Prisoner for Debt in Whitecross-street Prison, in the city of London, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in form pauperis), filed in Her Majesty's Court of Bankruptcy, in London, on the 19th day of October, 1861, a public sitting for the said bankrupt to pass his Last Examination and make application for his Discharge, will be held before John Samuel Martin Fonblanque, Esq., the Commissioner of the said Court, on the 3rd day of December next, at the said Court, at Basinghall-street, in the city of London, at half past one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender.

Henry Tuson, of No. 6, Cottage-place, Salmon's-lane, Limehouse, in the county of Middlesex, Printer, and also Parish Clerk of Saint Anne's, Limehouse, at the same time carrying on business at No. 4, Suffolk-place, Commercial-road East, in the hamlet of Ratcliffe, in the said county of Middlesex, as a Printer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 2nd of November, 1861, a public sitting, for the said bankrupt to pass his Last Examination and make application for his Discharge, will be held before John Samuel Martin Fonblanque, Esq., a Commissioner of the said Court, on the 24th day of December next, at the said Court, in Basinghall-street, London, at eleven o'clock in the forenoon precisely, the day last aforesaid, being the day limited for the said bankrupt to surrender.

Francis Montier Merer, of Midhurst, in the county of Sussex, Licensed Victualler, having been adjudged bankrupt, under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 30th of October, 1861, a public sitting, for the bankrupt to pass his Last Examination and make application for his Discharge, will be held before Edward Holroyd, Esq., the Commissioner of the said Court, on the 20th day of December next, at the said Court, in Basinghall-street, in the city of London, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender.

Joseph Sowerby and Charles Thomas Tatton, of No. 272, Regent-circus, Oxford-street, in the county of Middlesex, Drapers, carrying on business there, and elsewhere, in copartnership, under the firm of Sowerby, Tatton, and Co., having been adjudged bankrupts under a Petition for adjudication of Bankruptcy, filed against them in Her Majesty's Court of Bankruptcy, in London, on the 17th day of October, 1861, a public sitting for the bankrupts to pass their Last Examination, and make application for their Discharge, will be held before Edward Holroyd, Esq., the Commissioner of the said Court, on the 20th day of December next, at the said Court in Basinghall-street, in the city of London, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupts to surrender.

Robert Howes Belson, of Rose-corner, King-street, in the city of Norwich, Plumber, Glazier, and Painter (trading under the name of Robert Belson), having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 30th day of October, 1861, a public sitting, for the said bankrupt to pass his Last Examination and make application for his Discharge, will be held before Edward Holroyd, Esq., the Commissioner of the said Court, on the 20th day of December next, at the said Court, at Basinghall-street, in the city of London, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender.

Newson Hart, of Cransford, in the county of Suffolk, Farmer, lately a Prisoner for Debt in the county Gaol at Ipswich having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 30th day of October, 1861, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Holroyd Esq., the Commissioner of the said Court, on the 20th day of December next, at the said Court, in Basinghall-street, in the city of London, at one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender.

Francis Hewer, of the city of Hereford, in the county of Hereford, Butcher, Cattle and Sheep Salesman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 29th day of October, 1861, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before George Williams Sanders, Esq., a Commissioner of the said Court, on the 16th day of December next, at the said Court, at Birmingham, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. George Kinneer, Esq., of No. 37, Waterloo-street, Birmingham, is the Official Assignee, and Mr. Richard Underwood, of Hereford, and Messrs. E. and H. Wright, of Birmingham, are the Solicitors acting in the Bankruptcy.

William Richard Wadeley, of Birmingham, in the county of Warwick, Clicker, formerly of Kidderminster, in the county of Worcester, Boot and Shoe Maker and Leather Cutter, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 7th day of November, 1861, a public sitting for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before George Williams Sanders, Esq., the Commissioner of the said Court, on the 18th day of December next, at the said Court, at Birmingham, at eleven in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Frederick Whitmore, of No. 19, Upper Temple-street, Birmingham, is the Official Assignee, and Messrs. James and Knight, of Birmingham, are the Solicitors acting in the bankruptcy.

Henry Rosebaum, of the city of Hereford, in the county of Hereford, Jeweller and Clothier, having been adjudged bankrupt, under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 30th day of October, 1861, a public sitting for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before George Williams Sanders, Esq., a Commissioner of the said Court, on the 18th day of December next, at the said Court, at Birmingham, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Frederick Whitmore, of No. 19, Upper Temple-street, Birmingham, is the Official Assignee, and Messrs. Hodgson and Allen, Birmingham, are the Solicitors acting in the bankruptcy.

Stephen Knowles, of the parish of Saint Thomas the Apostle, in the county of Devon, Brewer and Maltster, having been adjudged bankrupt, under a Petition for adjudication of Bankruptcy, filed in Her Majesty's

Court of Bankruptcy for the Exeter District on the 7th day of November, 1861, a public sitting, for the said bankrupt to pass his Last Examination and make application for his Discharge, will be held before Biggs Andrews, Esq., the Commissioner of the said Court, on the 27th day of December next, at the said Court, in Queen-street, Exeter, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. H. L. Hirtzel, of Queen-street, Exeter, is the Official Assignee, and Mr. Thomas Floud, of Exeter, is the Solicitor in the bankruptcy.

Samuel Williams, of St. Cleer, in the county of Cornwall, Innkeeper, Carpenter, and Builder, and Dealer in Furniture, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Exeter District on the 7th day of November, 1861, a public sitting, for the said bankrupt to pass his Last Examination and make application for his Discharge, will be held before Biggs Andrews, Esq., the Commissioner of the said Court, on the 27th day of December next, at the said Court, in Queen-street, Exeter, at one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. H. L. Hirtzel, of Queen-street, Exeter, is the Official Assignee, and Mr. Henry Caunter, of Liskeard, or his Agent, Mr. James Pitts, of Exeter, are the Solicitors acting in the bankruptcy.

George Wilkins, late of Curry Mallett, in the county of Somerset, Beerhouse Keeper and Farmer, and now of North Curry, in the said county, out of business, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, for the Exeter District, on the 7th day of November, 1861, a public sitting, for the said bankrupt to pass his Last Examination and make application for his Discharge, will be held before Biggs Andrews Esq., the Commissioner of the said Court, on the 27th day of December next, at the said Court, in Queen-street, Exeter, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. H. L. Hirtzel, of Queen-street, Exeter, is the Official Assignee, and Mr. R. H. Blake, of Langport, is the Solicitor acting in the bankruptcy.

Frederick Potter, of Alder Root, in Chadderton, in the county of Lancaster, Cotton Spinner, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed against him in Her Majesty's Court of Bankruptcy for the Manchester District, on the 1st day of November, 1861, a public sitting, for the said bankrupt to pass his Last Examination and make application for his Discharge, will be held before The Honourable Montague Wilde, a Registrar of the said Court, at Manchester, on the 20th day of December next, at one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender.

Richard Jessap Robinson, of the city of Manchester, in the county of Lancaster, Salesman, now a Prisoner for Debt in the Gaol of the city of Manchester aforesaid, having been adjudged bankrupt, under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, for the Manchester District, on the 9th day of November, 1861, a public sitting, for the said bankrupt to pass his Last Examination and make application for his Discharge, will be held before the Honourable Montague Wilde, a Registrar of the said Court, on the 20th day of December next, at the said Court, at Manchester, at two o'clock in the afternoon, the day last aforesaid being the day limited for the said bankrupt to surrender.

Thomas Brown, of No. 62, High-street, Manchester, in the county of Lancaster, Woollen Warehouseman, Dealer and Chapman, carrying on business under the style or firm of Thomas Brown and Co., having been adjudged bankrupt, under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Manchester District, on the 31st day of October, 1861, a public sitting to be held before the Honourable Montague Wilde, a Registrar of the said Court, on the 20th of December next, at the said Court, for the said bankrupt to pass his Last Examination and make application for his Discharge, will be held at the said Court, at Manchester, at one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender.

George Brook, of the borough of Kingston-upon-Hull, Corn, Flour, and Meal Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 6th day of November, 1861, a public sitting for the bankrupt to pass his Last Examination and make application for his Discharge, will be held before William Scrope Ayrton, Esq., a Commissioner of the said Court, on the 18th day of December next, at the said Court, at the Town Hall, Kingston-upon-Hull, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Theophilus Carrick, of Hull, is the Official Assignee, and Mr. Geo. Gale, of Hull, is the Solicitor acting in the bankruptcy.

George Johnson Cook, of No. 14, Portland-street, in the town and city of Kingston-upon-Hull, Ginger Beer Manufacturer and Ale and Porter Brewer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 6th day of November, 1861, a public sitting for the said bankrupt to pass his Last Examination and make application for his Discharge will be held before William Scrope Ayrton, Esq., a Commissioner of the said Court, on the 18th day of December next, at the said Court, at the Town Hall, Kingston-upon-Hull, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Theophilus Carrick, of Hull, is the Official Assignee, and Mr. F. F. Ayre, of Hull, is the Solicitor acting in the bankruptcy.

James Cannings, of Durley, in the county of Hants, Market Gardener and Dealer in Wood, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Hampshire, holden at Bishops Waltham on the 2nd of November, 1861, a public sitting, for the said bankrupt to pass his Last Examination and make application for his Discharge, will be held before Charles James Gale, Esq., Judge of the said Court, on the 8th day of January, 1862, at the said Court, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Charles James Gunner, of Bishops Waltham, in the county of Hants, is the Official Assignee, and Mr. William Henry Mackey, of Southampton, in the county of Hants, is the Solicitor acting in the bankruptcy.

Richard Wilding, of Sandbach Heath, near Sandbach, in the county of Chester, carrying on the business or occupation of a Farmer, at Sandbach Heath aforesaid, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Cheshire, holden at Congleton, on the 2nd day of November, 1861, a public sitting, for the said bankrupt to pass his Last Examination and make application for his Discharge, will be held before Joseph St. John Yates, Esq., Judge of the said Court, on the 3rd day of December next, at the said Court, at the Townhall, High-street, Congleton, at ten of the clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. John Latham, of Congleton, is the Official Assignee, and Mr. Thomas Cooper, of Congleton, is the Solicitor acting in the bankruptcy.

George Hall, of Longton, in the county of Stafford, Tailor, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Staffordshire, holden at Stoke-upon-Trent, on the 15th day of October, 1861, a public sitting, for the said bankrupt to pass his Last Examination and make application for his Discharge, will be held before Sir Walter B. Riddell, Bart., the Judge of the said Court, on the 10th day of December next, at the said Court, at the Townhall, Stoke-upon-Trent, at ten of the clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. William Keary, Gentleman, of Stoke-upon-Trent, is the Official Assignee, and Mr. R. W. Litchfield, of Newcastle-under-Lyme, is the Solicitor acting in the bankruptcy.

Thomas Newbon, of Longton, Builder, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Staffordshire, holden at Stoke-upon-Trent, on the 29th day of October, 1861, a public sitting, for the said bankrupt to pass his Last Examination and make application for his Discharge, will be held before Sir Walter B. Riddell, Bart., the Judge of the said Court, on the 10th day of December next, at the said Court, at the Townhall, Stoke-upon-Trent, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. William Keary, Gentleman, of Stoke-upon-Trent, is the Official Assignee, and Mr. R. W. Litchfield, of Newcastle-under-Lyme, is the Solicitor acting in the bankruptcy.

Robert Wilde, of Ruyton, of the Eleven Towns, in the county of Salop, Tailor, having been adjudged bankrupt, under a Petition for adjudication of Bankruptcy filed in the County Court of Shropshire, holden at Oswestry, on the 16th day of October, 1861, a public sitting for the said bankrupt to pass his Last Examination and make application for his Discharge, will be held before John William Harden, Esq., Judge of the said Court, on the 21st day of December next, at the said Court, at Oswestry, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Richard Jones Croxon, of Oswestry, is the Official Assignee, and Mr. Charles Chandler, of Shrewsbury, is the Solicitor acting in the bankruptcy.

Joseph Clarke, of Salop-road, in the town of Oswestry, in the county of Salop, Fruiterer and Fish Dealer, Dealer and Chapman, having been adjudged bankrupt, under a

Petition for adjudication of Bankruptcy, filed in the County Court of Shropshire, holden at Oswestry, on the 26th day of October, 1861, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before John William Harden, Esq., Judge of the said Court, on the 21st day of December next, at the said Court, at Oswestry, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Richard Jones Croxon, of Oswestry, is the Official Assignee, and Mr. William Isaac Bull, of Oswestry, is the Solicitor acting in the bankruptcy.

John Jennings and George Jennings, both of Leeds, in the county of York, Stone Bottle Manufacturers and Co-partners, having been adjudged bankrupts under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Leeds, on the 7th day of November, 1861, a public sitting for the said bankrupts to pass their Last Examination, and make application for their Discharge, will be held before Thomas Horncastle Marshall, Esq., Commissioner of the said Court, on the 18th day of December next, at the said Court, at twelve of the clock at noon precisely, the day last aforesaid being the day limited for the said bankrupts to surrender. Mr. John William Sangster, of Albion-place, Leeds, is the Official Assignee, and Messrs. G. A. and W. Emsley, of Leeds, are the Solicitors acting in the bankruptcy.

William Lumb, of Park-street, Leeds, in the county of York, Millwright, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at York, on the 29th day of October, 1861, a public sitting, for the said bankrupt to pass his Last Examination and make application for his Discharge, will be held before Thomas Horncastle Marshall, Esq., Commissioner of the County Court of Yorkshire, holden at Leeds, on the 16th day of December next, at the said Court, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. John William Sangster, of Albion-place, Leeds, is the Official Assignee, and Mr. Henry Boulton Harle, of Leeds, is the Solicitor acting in the bankruptcy.

Asher Lumb, of Park-street, Leeds, in the county of York, Millwright, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in formâ pauperis), filed in the County Court of Yorkshire, holden at York, on the 29th day of October, 1861, a public sitting for the said bankrupt to pass his Last Examination and make application for his Discharge, will be held before Thomas Horncastle Marshall, Esq., Commissioner of the County Court of Yorkshire, holden at Leeds, on the 16th day of December next, at the said Court, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. John William Sangster, of Albion-place, Leeds, is the Official Assignee, and Mr. Henry Boulton Harle, of Leeds, is the Solicitor acting in the bankruptcy.

William Taylor, of Ashen Hayes, near King's Bromley, in the county of Stafford, in no occupation, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Staffordshire, holden at Lichfield, on the 5th day of November, 1861, a public sitting, for the said bankrupt to pass his Last Examination and make application for his Discharge, will be held before Sir Walter Buchanan Riddell, Bart. Judge of the said Court, on the 16th day of December next, at the said Court, at the Guildhall, Lichfield, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. George Birch, Esq., of Lichfield, is the Official Assignee, and William Henry Duignan, Esq., of Walsall, is the Solicitor acting in the bankruptcy.

John Starling Day, of Billericay, in the county of Essex, Surgeon, having been adjudged bankrupt, under a Petition for adjudication of Bankruptcy, filed in the County Court of Essex, at Brentwood, on the 25th day of October, 1861, a public sitting for the said bankrupt to pass his Last Examination and make application for his Discharge will be held before William Gurdon, Esq., the Judge of the said Court, on the 20th day of December next, at the said Court, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Charles Carne Lewis, Esq., is the Official Assignee, and Mr. William Richard Preston, of Brentwood, is the Solicitor acting in the bankruptcy.

Thomas Brown, of Ilkeston, Contractor and Higglor, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Derbyshire, holden at Belper, on the 23rd day of October, 1861, a public sitting, for the said bankrupt to pass his Last Examination and make application for his Discharge, will be held before Joseph Thomas Cantrell, Esq., a Judge of the said Court, on the 19th day of December next, at the said Court, at eleven o'clock in the forenoon precisely, the

day last aforesaid being the day limited for the said bankrupt to surrender. William Machin Ingle, of Belper, is the Official Assignee, and Mr. Joseph Shaw, of Derby, is the Solicitor acting in the bankruptcy.

Morris Goddard, of No. 46½, Regency-square, Brighton, in the county of Sussex, Greengrocer, Fruiterer, and Dealer in Wood, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Sussex, holden at Brighton, a public sitting for the said bankrupt to pass his Last Examination and make application for his Discharge, will be held before William Furner, Esq., Judge of the said Court, on the 7th day of December next, at the said Court, at Brighton, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Ewen Evershed, Gentleman, of Princes-street, Brighton, is the Official Assignee, and George Robert Goodman, of No. 73, Ship-street, Brighton, Sussex, is the Solicitor in the said bankruptcy.

Thomas Ridgeway Coles (trading under the name of Thomas Coles, of No. 149, Edward-street, Brighton, Sussex, Letter-press and Copper-plate Printer, also Retailer of Beer and Tobacco, Dealer in Wood, Pickles, and Ready Dressed Fish, and Compositor, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy filed in the County Court of Sussex, holden at Brighton, a public sitting for the said bankrupt to pass his Last Examination and make application for his Discharge, will be held before William Furner, Esq., Judge of the said Court, on the 7th day of December next, at the said Court, at Brighton, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Ewen Evershed, Gentleman, of Princes-street, Brighton, is the Official Assignee, and George Robert Goodman, of No. 73, Ship-street, Brighton, Sussex, is the Solicitor in the said bankruptcy.

The first meeting of creditors has been duly held in each of the said bankruptcies, and at the several public sittings above mentioned Proofs of Debts of creditors who have not proved will be received, and the said several bankrupts will be required respectively to surrender themselves to the said Court, and to submit themselves to be examined, and to make a full disclosure and discovery of all their estate and effects, and to finish their examinations.

WILLIAM THOMAS JEMMETT, Esq., Her Majesty's Commissioner authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 11th day of April, 1861, against Thomas Swift and Robert Wiggfall, of the city of Manchester, in the county of Lancaster, Coal Merchants, Dealers and Chapmen, copartners trading unding the style or firm of Thomas Swift and Company, will, on the application of Thomas Swift, one of the said bankrupts, whose Last Examination stands adjourned sine die, sit on the 11th day of December next, at twelve o'clock at noon precisely, at the Manchester District Court of Bankruptcy, in Manchester, in order to take the Last Examination of Thomas Swift, one of the said bankrupts, when and where he is required to surrender himself, and discovery and make a full disclosure of his estate and effects, and finish his examination, and the creditors who have not already proved their debts are to come prepared to prove the same.

NATHANIEL ELLISON, Esq., Her Majesty's Commissioner of the Newcastle-upon-Tyne District Court of Bankruptcy, the Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed by John Allan, of the borough of Durham, in the county of Durham, Iron and Steel Merchant, Grease Manufacturer, Dealer and Chapman, will sit on the 11th day of December next, at one o'clock in the afternoon precisely, at the District Court of Bankruptcy, in the Royal-arcade, in Newcastle-upon-Tyne (by adjournment from the 20th of November instant), to take the Last Examination of the said bankrupt; when and where he is required to surrender himself, and to make a full discovery and disclosure of his estate and effects, and finish his examination, and the creditors who have not already proved their debts, are to come prepared to prove the same.

MATTHEW DAVENPORT HILL, Esq., Her Majesty's Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 3rd day of December, 1857, against Thomas Taylor and John Seager, of Soundwell, near Kingswood, in the county of Gloucester, Indigo and Prussian Stone Blue Manufacturers, will sit on the 19th day of December next, at eleven o'clock in the forenoon precisely, at the Bristol District Court of

Bankruptcy, at Bristol, in order to Audit the Accounts of the Assignees of the separate estate and effects of Thomas Taylor, one of the said bankrupts, 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 10th day of September, 1861, by Manoel Joaquim Soares and Augusto Soares, of No. 50, Mark-lane, in the city of London, carrying on business in copartnership together, under the style or firm of M. J. Soares and Sons, General and Commission Merchants, Dealers and Chapman, will sit on the 10th day of December next, at one of the clock in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupts, 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 5th day of September, 1861, against Thomas Carter, late of No. 79, Shoreditch, in the county of Middlesex, and No. 9, Bell-yard, Doctors' Commons, in the city of London, and now of Windsor-road, Upper Holloway, in the county of Middlesex, Builder, Dealer in Boots and Shoes, Warehouseman, Dealer and Chapman, will sit on the 9th 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 Audit the Accounts of the Assignees of the estate and effects of the said bankrupt, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

NATHANIEL ELLISON, Esq., Her Majesty's Commissioner of the Newcastle-upon-Tyne District Court of Bankruptcy, the Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 10th day of October, 1861, by John Allan, of the borough of Durham, in the county of Durham, Iron and Steel Merchant, Grease Manufacturer, Dealer and Chapman, will sit on the 11th day of December next, at one of the clock in the afternoon precisely, at the District Court of Bankruptcy, in the Royal-arcade, Newcastle-upon-Tyne, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt pursuant to the Acts of Parliament made and now in force relating to bankrupts.

NATHANIEL ELLISON, Esq., Her Majesty's Commissioner for the Newcastle-upon-Tyne District Court of Bankruptcy, the Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 1st day of August, 1861, against Thomas Coates, of the borough of Sunderland, in the county of Durham, Publican and Wine and Spirit Merchant, will sit on the 10th day of December next, at eleven o'clock in the forenoon precisely, at the District Court of Bankruptcy, in the Royal Arcade, Newcastle-upon-Tyne, to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

GEORGE WILLIAMS SANDERS, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 7th day of February, 1861, and filed by Thomas Barratt, of Market Drayton, in the county of Salop, Timber Merchant and Builder, Dealer and Chapman, will sit on the 13th day of January next, at eleven of the clock in the forenoon, at the Birmingham District Court of Bankruptcy, at Birmingham, to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

GEORGE WILLIAMS SANDERS, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, dated the 21st day of April, 1858, and filed by James Wilkins, of Kettle, near Wellington, in the county of Salop, Draper, Grocer, and Provision Dealer, will sit on the 16th of December next, at eleven in the forenoon precisely, at the Birmingham District Court of Bankruptcy, at Birmingham, to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

GEORGE WILLIAMS SANDERS, Esq., one of Her Majesty's Commissioners authorized to act under an adjudication of Bankruptcy, bearing date the 26th day of July, 1861, made against Thomas Elvins Pountney, of Bromsgrove, in the county of Worcester, Licensed Victualler, will sit on the 16th of December next, at eleven in the forenoon precisely, at the Birmingham District Court of Bankruptcy, at Birmingham, to Audit the Accounts of the

Assignees of the estate and effects of the said bankrupt, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

GEORGE WILLIAMS SANDERS, Esq., Her Majesty's Commissioner authorized to act under a Petition for adjudication of Bankruptcy, dated the 24th day of May, 1861, and filed against George Hall Manley, of Birmingham, in the county of Warwick, Grocer and Provision Dealer, will sit on the 11th day of December next, at eleven of the clock in the forenoon, at the Birmingham District Court of Bankruptcy, at Birmingham, to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

GEORGE WILLIAMS SANDERS, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, dated the 9th day of April, 1861, and filed against Philemon Roberts, of Darlaston, in the county of Stafford, Grocer and Corn Dealer, will sit on the 16th day of December next, at eleven of the clock in the forenoon precisely, at the Birmingham District Court of Bankruptcy, at Birmingham, to Audit the accounts of the Assignees of the estate and effects of the said bankrupt, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

GEORGE WILLIAMS SANDERS, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, dated the 18th day of June, 1861, and filed against John Peacock, of Upper Gornal, in the parish of Sedgley, in the county of Stafford, Licensed Victualler, Builder, and Brickmaker, will sit on the 16th of December next, at eleven in the forenoon precisely, at the Birmingham District Court of Bankruptcy, at Birmingham, in order to Audit the Accounts of the Assignees of the estate and effects of the said bankrupt, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to bankrupts.

JOSHUA EVANS, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy filed on the 4th day of July, 1861, against Thomas Joseph Moss, of No. 19A, Edgware-road, Hyde-park, in the county of Middlesex, Jeweller, will sit on the 17th day of December next, at twelve of the clock at noon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, to make a Dividend of the estate and effects of the said bankrupt, when and where the creditors who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

EDWARD GOULBURN, Serjeant-at-Law, one of Her Majesty's Commissioners authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed the 26th day of September, 1861, against Gustavus Frederick Rauch, of Huggin-lane, Wood-street, in the city of London, Warehouseman, Dealer and Chapman, will sit on the 20th of December next, at eleven in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

JOHN SAMUEL MARTIN FONBLANQUE, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 13th day of November, 1855, by John Bake, of No. 8, Cambridge-terrace, Barnsbury-park, and also of the Balmoral Castle, Caledonian-road, both in the county of Middlesex, Contractor, Corn Dealer, and Licensed Victualler, will sit on the 18th 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.

ROBERT GEORGE CECIL FANE, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed on the 9th day of July, 1861, by Henry Monk, of Shoeburyness, in the county of Essex, Furniture Dealer, Dealer and Chapman, will sit on the 19th day of December next, at eleven o'clock in the forenoon precisely, at the Court of Bankruptcy, Basinghall-street, in the city of London, in order to make a Dividend of the estate and effects of the

said bankrupt; when and where the creditors who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

ROBERT GEORGE CECIL FANE, Esq., one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, bearing date on the 21st day of January, 1847, awarded and issued forth against Frederick Ricketts and Trevenen James, both of No. 8, Moorgate-street, in the city of London, Merchants and copartners, trading together under the firm of Ricketts, James, and Company, will sit on the 18th day of December next, at half-past twelve o'clock in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, to make a Final Dividend of the separate estate and effects of Frederick Ricketts, one 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.

EDWARD HOLROYD, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, filed the 25th day of March, 1861, against George Thomas Chambers, trading under the style or firm of G. T. Chambers and Company, at No. 3, Finsbury-pavement, and Green-street, Spitalfields, both in the county of Middlesex, Umbrella Manufacturer, will sit on the 20th of December next, at one of the clock in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

EDWARD HOLROYD, Esq., one of Her Majesty's Commissioners authorized to act under a Fiat in Bankruptcy, bearing date the 24th day of April, 1848, awarded and issued forth against Henry Pace, of No. 45, Saint John's-square, Clerkenwell, in the county of Middlesex, and of Loughton, in the county of Essex, Watch Manufacturer, Dealer and Chapman, will sit on the 17th day of December next, at half past eleven of the clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, 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 22nd day of August, 1860, against Ephraim Jobbins, of No. 65, Northgate-street, in the city of Gloucester, Currier and Leather Seller, will sit on the 26th 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 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 21st day of January, 1859, against Daniel Whaits, of the city of Bristol, Haulier and Contractor, will sit on the 19th 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.

GEORGE WILLIAMS SANDERS, Esq., one of Her Majesty's Commissioners authorized to act under an adjudication of Bankruptcy, bearing date the 28th day of January, 1858, made against William Riley and William Tomkinson Riley, of Millfield Works and Regent Works, Bilston, Highfield Works, Sedgley, and Bentley Works, Walsall, all in the county of Stafford, Iron Masters, Coal Masters, Fire Brick Makers, and Provision Dealers, and Copartners, will sit on the 16th day of December next, at eleven of the clock in the forenoon precisely, at the Birmingham District Court of Bankruptcy, at Bir-

mingham, 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.

GEORGE WILLIAMS SANDERS, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 7th day of February, 1861, filed by Thomas Barratt, of Market Drayton, in the county of Salop, Timber Merchant and Builder, Dealer and Chapman, will sit on the 15th day of January next, at eleven o'clock in the forenoon precisely, at the Birmingham District Court of Bankruptcy, at Birmingham, in order to make a Dividend of the estates 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 SCROPE AYRTON, Esq., one of Her Majesty's Commissioners authorized to act under a Petition for adjudication of Bankruptcy, bearing date the 5th day of September, 1861, presented and filed against John Tall, of the town and county of the town of Kingston-upon-Hull, Tar and Turpentine Distiller, trading under the firm of John Tall and Company, will sit on the 18th of December next, at eleven in the forenoon precisely, at the Leeds District Court of Bankruptcy, in the Townhall, Kingston-upon-Hull, 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.

NATHANIEL ELLISON, Esq., Her Majesty's Commissioner of the Newcastle-upon-Tyne District Court of Bankruptcy, the Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 9th day of August, 1859, against Edward Emerson Fenwick, of the town and county of Newcastle-upon-Tyne, Wine and Spirit Merchant, Dealer and Chapman, will sit on the 19th of December next, at one in the afternoon precisely, at the District Court of Bankruptcy, in the Royal-arcade, Newcastle-upon-Tyne, to make a First and 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.

NATHANIEL ELLISON, Esq., Her Majesty's Commissioner of the Newcastle-upon-Tyne District Court of Bankruptcy, the Commissioner authorized to act under a Petition for adjudication of Bankruptcy, filed on the 10th day of October, 1861, by John Allan, of the borough of Durham, in the county of Durham, Iron and Steel Merchant, Grease Manufacturer, Dealer and Chapman, will sit on the 20th day of December next, at half-past eleven of the clock in the forenoon precisely, at the District Court of Bankruptcy, Royal-arcade, in Newcastle-upon-Tyne, 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 5th day of October, 1861, and now in prosecution against William Epworth Take, of No. 2, Saint Dunstan's-hill, in the city of London, Wine Broker, has, on the application of the said bankrupt appointed a public sitting under such Petition, to be held before Robert George Cecil Fane, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 19th day of December next, at eleven of the clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, for the allowance of the Certificate of the 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 25th day of July, 1861, and now in prosecution against Francis Jeffries Russell, of Salisbury, in the county of Wilts, Linen Draper, Dealer and Chapman, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Robert George Cecil Fane, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 19th day of December next, at eleven of the clock in the forenoon precisely, at the Court of Bankruptcy, Basinghall-street, in the city of London, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificates, 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 15th day of July, 1861, and now in prosecution against John Yates, of No. 14, Berry-street, Clerkenwell, in the county of Middlesex, Mustard Manufacturer and Dry Salter, Dealer and Chapman, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Robert George Cecil Fane, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 19th day of December next, at half-past eleven o'clock in the forenoon precisely, at the Court of Bankruptcy, Basinghall-street, in the city of London, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute, passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

WHEREAS the Court authorized to act in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 8th day of October, 1861, and now in prosecution against William Edward Neeve Marriott, of Swaffham, in the county of Norfolk, Tailor, 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 20th 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 14th day of August, 1860, and now in prosecution against William Smith and William Francis Patient, of Bermondsey New-road, in the county of Surrey, Tanners and Leather Merchants, Dealers and Chapmen, carrying on business in partnership under the firm of Smith, Patient, and Smith, has, on the application of William Smith, one of the said bankrupts, appointed a public sitting under such Petition, to be held before Robert George Cecil Fane, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 20th 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 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 23rd day of July, 1861, and now in prosecution against John Large, of Upton, in the county of Berks, Cattle and Sheep Salesman, Dealer and Chapman, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Robert George Cecil Fane, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 19th 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 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 October, 1861, and now in prosecution against James Brewster Gray, of No. 3, Grundy-street, Bromley, in the county of Middlesex, Draper and Milliner, has, on the application of the said bankrupt, appointed a public sitting under such Petition, to be held before Robert George Cecil Fane, Esq., one of Her Majesty's Commissioners of the Court of Bankruptcy, on the 19th day of December next, at one of the clock in the afternoon precisely, at the Court of Bankruptcy, in Basinghall-street, London, for the allowance of the Certificate of the said bankrupt's conformity to the laws now in force concerning bankrupts, according to the form and subject to the provisions of the Statute, passed in the Parliament holden in the twelfth and thirteenth years of the reign of Her present Majesty, intituled "The Bankrupt Law Consolidation Act, 1849;" this is to give notice, that such Court will sit, at the time and place above mentioned, for the purpose aforesaid; when and where any of the creditors of the said bankrupt, who shall have given due notice of their intention to oppose, may be heard against the allowance of such Certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made therein as the justice of the case may require.

NOTICE is hereby given, that William Thomas Jemmett, Esq., Her Majesty's Commissioner acting in the prosecution of a Petition for adjudication of Bankruptcy, filed the 29th day of January, 1861, against Jonathan Fielding Calvert, of Blackburn, in the county of Lancaster, Draper, Dealer and Chapman, will, pursuant to "The Bankruptcy Act, 1861," on the application of the said bankrupt, sit on the 19th day of December next, at twelve o'clock at noon precisely, at the Manchester District Court of Bankruptcy, in Manchester, for the allowance of the Certificate of conformity of the said bankrupt, under the said Petition. Any of the creditors of the said bankrupt, who shall have given due notice of his or their intention to oppose, may at such sitting be heard against the allowance of such Certificate, pursuant to the statute in such case made and provided.

NOTICE is hereby given, that William Thomas Jemmett, Esq., Her Majesty's Commissioner authorized to act under a Petition of Adjudication in Bankruptcy, filed the 28th day of September, 1861, against Joseph Taylor, of Hanging Ditch, in the city of Manchester, Grocer and Tea Dealer, Dealer and Chapman, will, pursuant to "The Bankruptcy Act, 1861," on the application of the said bankrupt, sit on the 19th day of December next, at twelve o'clock at noon precisely, at the Manchester District Court of Bankruptcy, in Manchester, for the allowance of a Certificate of conformity to the said bank-

rupt, under the said Petition. Any of the creditors of the said bankrupt who shall have given due notice of his or their intention to oppose, may, at such sitting, be heard against the allowance of such Certificate, pursuant to the statute in such case made and provided.

NOTICE is hereby given, that William Thomas Jemmett, Esq., Her Majesty's Commissioner authorized to act under a Petition of adjudication in Bankruptcy, filed the 21st day of August, 1861, against James Sandford, of Accrington, in the county of Lancaster, Contractor, will, pursuant to "The Bankruptcy Act, 1861," on the application of the said bankrupt, sit on the 19th of December next, at twelve at noon precisely, at the Manchester District Court of Bankruptcy, in Manchester, for the allowance of the Certificate of conformity of the said bankrupt, under the said Petition. Any of the creditors of the said bankrupt, who shall have given due notice of his or their intention to oppose, may at such sitting be heard against the allowance of such Certificate, pursuant to the statute in such case made and provided.

THIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 4th day of September, 1861, against James Lansdell Fuggle, of Gutter-lane, Cheapside, in the city of London, Necktie Manufacturer, did, on the 19th day of November, 1861, allow the said James Lansdell Fuggle, 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 for adjudication of Bankruptcy, was filed on the 2nd day of September, 1861, against Henry Martin Radloff, of No. 32, Chicksand-street, Whitechapel, and of Copenhagen-place, Limehouse, both in the county of Middlesex, Seed Crusher, Oil Refiner, and Soap Maker, trading under the style or firm of Meek and Co., and whereas a Petition for adjudication of Bankruptcy was filed on the 5th of September, 1861, and is now in prosecution against John Thomas Meek and Henry Martin Radloff, of No. 32, Chicksand-street, Whitechapel, in the county of Middlesex, Oil Refiners and Copartners, and whereas the Court authorized to act in the prosecution of the said petitions, did order on the 24th day of September, 1861, that all separate proceedings under the said second petition shall be stayed, and that the same shall be annexed to and form part of the said first-mentioned petition without affecting the validity of such first-mentioned petition, this is to give notice, that the said Court acting in the prosecution of the said petitions, did, on the 12th day of November, 1861, allow the said John Thomas Meek and Henry Martin Radloff, each a Certificate of the first class; and that such Certificates will be delivered to the said bankrupts, unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

NOTICE is hereby given, that William Thomas Jemmett, Esq., the Commissioner of Her Majesty's Court of Bankruptcy, at Manchester, acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 7th day of August, 1861, against John Milhench, Thomas Wroe, Benjamin Taylor, and John Hopkin, of Oldham, in the county of Lancaster, Cotton Spinners, carrying on the business of Cotton Spinners, in copartnership at Oldham aforesaid, under the style of Milhench, Wroe, and Company, did, on the 20th day of November, 1861, allow John Milhench and Thomas Wroe, two of the said bankrupts' Certificates of conformity of the first class; and that such Certificates will be delivered to the said John Milhench and Thomas Wroe, 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 Her Majesty's Court of Bankruptcy, at Manchester, acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 31st day of July, 1861, against James Garton, of Nottingham, in the county of Nottingham, and Daniel Brown, of the city of Manchester, in the county of Lancaster, carrying on business at Manchester aforesaid, in copartnership as Hardware and Fancy Goods Dealers, Dealers and Chapmen, under the style or firm of Garton and Brown, did, on the 20th day of November, 1861, allow the said bankrupts Certificates of conformity of the first class; and that such Certificates will be delivered to the said bankrupts, unless an appeal be duly entered against the judgment of such Court, and notice thereof be given to the Court.

NOTICE is hereby given, that William Thomas Jemmett, Esq., the Commissioner of Her Majesty's Court of Bankruptcy, at Manchester, acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 7th day of August, 1861, against John Milhench, Thomas Wroe, Benjamin Taylor, and John Hopkin, of Oldham, in the county of Lancaster, Cotton Spinners,

carrying on the business of Cotton Spinners, in copartnership at Oldham aforesaid, under the style of Milhench, Wroe, and Company, did, on the 20th day of November, 1861, after a suspension of three calendar months from the said date, allow John Hopkin, one of the said bankrupts a Certificate of conformity of the second class; and that such Certificate will be delivered to the said John Hopkin, 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 Her Majesty's Court of Bankruptcy, at Manchester, acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 7th day of August, 1861, against John Milhench, Thomas Wroe, Benjamin Taylor, and John Hopkin, of Oldham, in the county of Lancaster, Cotton Spinners, carrying on the business of Cotton Spinners in copartnership at Oldham aforesaid, under the style of Milhench, Wroe, and Company, did, on the 20th day of November, 1861, after a suspension of two calendar months from the said date, allow Benjamin Taylor, one of the said bankrupts a Certificate of the second class; and that such Certificate will be delivered to the said Benjamin Taylor, 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 2nd day of August, 1861, and filed in Her Majesty's District Court of Bankruptcy, at Birmingham, against James Porter, of Moor-street, Birmingham, in the county of Warwick, Boot and Shoe Maker, Dealer and Chapman, did, on the 15th day of November, 1861, allow the said James Porter a Certificate of the first class; and that such Certificates 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 22nd day of July, 1861, and filed in Her Majesty's District Court of Bankruptcy, at Birmingham, against John Wright, of Redditch, in the county of Worcester, Grocer, Butcher, and Timber Dealer, did, on the 15th day of November, 1861, allow the said John Wright, 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.

In the County Court of Somersetshire, holden at Taunton, in the Matter of George Parsons, of Saint James-street, in the parish of Taunton Saint James, in the county of Somerset, Currier and Leather Cutter.

NOTICE is hereby given, that the creditors who have proved their debts under the above estate, may receive a Second Dividend of 1½d. in the pound, upon application at my office, in Taunton, any day after the 27th of November instant, between the hours of ten and one. No Dividend will be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators are required to produce the probate of the will or the letters of administration under which they claim.

WILLIAM GILES, Official Assignee,

In the County Court of Somersetshire, holden at Taunton. In the Matter of Samuel Veal, of the parish of Creech St. Michael, in the county of Somerset, Excise Officer.

NOTICE is hereby given, that the creditors who have proved their debts under the above estate, may receive a Dividend of 7s. 8d. in the pound upon application at my office, in Taunton, any day after the 27th day of November instant, between the hours of ten and one of the clock, No Dividend will be paid without the production of the securities exhibited at the time of proving the debt, Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.

WILLIAM GILES, Official Assignee.

In the County Court of Somersetshire, holden at Taunton. In the Matter of John Doble, of Shoreditch, in the parish of Saint Mary Magdalene, Taunton, in the county of Somerset, Agricultural Implement Maker.

NOTICE is hereby given, that the creditors who have proved their debts under the above estate, may receive a Dividend of 4s. 10½d. in the pound, upon application at my office, in Taunton, any day after the 27th day of November instant, between the hours of ten and one. No Dividend will be paid without the production of the securities exhibited at the time of proving the debt.

Executors and administrators are required to produce the probate of will, or the letters of administration under which they claim.

WILLIAM GILES, Official Assignee,

In the County Court of Durham, holden at Durham.

In the Matter of Michael Morris, an Insolvent Debtor.

A DIVIDEND of 2s. 9 $\frac{1}{2}$ d. in the pound is payable to the creditors of the above insolvent, and may be received at my office, in Durham, any day after the 23rd day of November instant, between the hours of ten and four.

N. H. BRAMWELL, Registrar and Official Assignee.

In the County Court of Oxfordshire, holden at Thame.

In the Matter of Charles Coles, an Insolvent Debtor.

A DIVIDEND of 10d. in the pound is now payable to the creditors of the above insolvent, and may be received at the County Court Office, in Thame, between the hours of ten and four o'clock, except on Saturdays, when the office will be closed at one.—November 20, 1861.

R. HOLLOWAY, Registrar and Official Assignee.

WHEREAS a Petition of Joseph Warren, at present and for twenty years and upwards now last past residing at No. 4, Wellington-place, in the parish of Clifton, in the city and county of Bristol, Dealer in Butcher's Meat, and letting Lodgings and Apartments, an insolvent debtor, having been filed in the County Court of Gloucestershire, at Bristol, and an interim order for protection from process having been given to the said Joseph Warren, under the provisions of the Statutes in that case made and provided, the said Joseph Warren is hereby required to appear before the said Court, on the 5th of December next, at ten o'clock in the forenoon, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said Joseph Warren, or that have any of his effects, are not to pay or deliver the same but to Messrs. Harley and Gibbs, Registrars of the said Court, at the Office of the said Court, Broad-street, Bristol, the Official Assignees of the estate and effects of the said insolvent.

WHEREAS a Petition of Henry Baker, late of Wingrave, in the county of Buckingham, Butcher, and also an Assistant to his Father, Thomas Baker, a Butcher there, formerly of Hemel Hempstead, in the county of Hertford, Butcher, late a Prisoner for Debt in the Gaol of Aylesbury, in the said county of Buckingham, an insolvent debtor, having been filed in the County Court of Buckinghamshire, at the County-hall, Aylesbury, and an interim order for protection from process having been given to the said Henry Baker, under the provisions of the Statutes in that case made and provided, the said Henry Baker is hereby required to appear before the said Court, on the 17th day of December next, at ten in the forenoon precisely, for his first examination touching his debts, estate, and effects, and to be further dealt with according to the provisions of the said Statutes; and the choice of the creditors' assignees is to take place at the time so appointed. All persons indebted to the said Henry Baker, or that have any of his effects, are not to pay or deliver the same but to Mr. Henry Watson, Registrar of the said Court, at his office, Walton-street, Aylesbury, the Official Assignee of the estate and effects of the said insolvent.

In the Matter of the Petition of Frederick Harper, now and for sixteen years last past, residing at No. 32, Hospital-street, Birmingham, in the county of Warwick, carrying on the business of a Boot and Shoe Maker, an Insolvent Debtor.

NOTICE is hereby given, that the County Court of Warwickshire, at Birmingham, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 20th day of December next, at 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 Lovelace Homer Mole, now and for thirteen months or thereabouts last past residing in lodgings at No. 3, Walmer-terrace, Soho-hill, Handsworth, in the county of Stafford, previously and for one year and eight months or thereabouts residing in lodgings at Fern-villa, Heathfield-road, Handsworth aforesaid, during all which periods occupying offices at No. 33, Cherry-street, Birmingham, in the county of Warwick, Attorney and Solicitor, formerly and for eight months or thereabouts residing in lodgings in Canonbury-square, Islington, in the county of Middlesex, Articled Clerk to an Attorney, an insolvent debtor.

NOTICE is hereby given, that the County Court of Warwickshire, at Birmingham, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 20th day of December next, at ten of the clock in the forenoon precisely, unless cause be then and there shown to the contrary.

In the Matter of the Petition of Thomas John Brittain occupying furnished Apartments at No. 12, Graham-street, previously thereto of No. 17, Guest-street, Hockley, and at the same time carrying on business at No. 107 $\frac{1}{2}$, New-street, Dealer in Photographic Materials, all of which said residences and places of business are in Birmingham, in the county of Warwick, an Insolvent Debtor.

NOTICE is hereby given, that the County Court of Warwickshire, at Birmingham, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 20th day of December next, at 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 Benwell, late and for two months last past residing at No. 11, George-street, Nechells-green, Aston, near Birmingham, in the county of Warwick, Journeyman Cabinet Maker, before then of No. 12, Court, Great Hampton-row, Birmingham aforesaid, out of business and employment, previously of No. 52, Little Hampton-street, Birmingham aforesaid, Cabinet Maker, an Insolvent Debtor.

NOTICE is hereby given, that the County Court of Warwickshire, at Birmingham, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 20th day of December next, at ten o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Abraham Cohen, now and for six months last past residing at lodgings at No. 161, Latimer-street South, Birmingham, in the county of Warwick, before and for upwards of two and a half years residing at No. 14, Sherlock-street, Birmingham aforesaid, and during the whole of such period carrying on the business of a Tailor and General Dealer, an Insolvent Debtor.

NOTICE is hereby given, that the County Court of Warwickshire, at Birmingham, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 20th day of December next, at ten o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Joseph Charles Osborne Wallis, (known, sued, and trading as Joseph Wallis), now and for three months or thereabouts last past residing in lodgings at No. 7, Britannia-terrace, Thomas-street, Round Hills, Aston, near Birmingham, in the county of Warwick, the last month of this residence being a Commission Agent, other part having a Wharf at Vauxhall Railway Station, Birmingham aforesaid, Coal Dealer, and during other part out of business and employment, before then and for about four months residing at No. 1, Villa-Terrace, Park-lane, Aston Newtown, in the aforesaid county of Warwick, out of business and employment, previously and for seven months or thereabouts residing at the Golden Lion, Legge-street, Birmingham aforesaid, Retail Brewer, before then and for six months residing in lodgings at No. 129, Ashted-row, Birmingham aforesaid, Coal Dealer, previously and for about nine months in lodgings at Rose-villa, Nechells-green, Aston, near Birmingham aforesaid, out of business and employment, before then of Ambrige, South Africa, Clerk, before then of Rose-villa, Nechells-green aforesaid, in lodgings, Cab and Car Proprietor.

NOTICE is hereby given, that the County Court of Warwickshire, at Birmingham, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 20th day of December next, at ten o'clock in the forenoon precisely, unless cause be then and there shown to the contrary.

In the Matter of the Petition of John Neal, now and for twelve years last past, of No. 6, Edward-street-parade, Birmingham, in the county of Warwick, Mechanical Dentist, Grocer, and Provision Dealer, an Insolvent Debtor.

NOTICE is hereby given, that the County Court of Warwickshire, at Birmingham, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 20th day of December next, at ten o'clock in the forenoon precisely, unless cause be then and there shown to the contrary.

In the Matter of the Petition of Edward Evans Powell, of Moor-street, Birmingham, Attorney and Solicitor, formerly residing at the Wellington-road, Edgbaston, previously of Highgate, theretofore at Great Bridge-street, Edgbaston, all in Birmingham aforesaid, and being Clerk to an Attorney, and Solicitor, and generally named Edward Powell, an Insolvent Debtor.

NOTICE is hereby given, that the County Court of Warwickshire, at Birmingham, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 20th day of December next, at 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 Cole, now and for a period of seven months, or thereabouts last past, residing, and having a shop at No. 40, Hockley-hill, Birmingham, in the county of Warwick, and during five months of the before-mentioned period having a shop at No. 134, Great Hampton-street, Birmingham aforesaid and also having a workshop at Albert-street, Key-hill, Birmingham aforesaid, Black Ornament Maker and Jeweller, and formerly, for a period of two years, or thereabouts, residing and having a shop at No. 59, Hockley-hill, Birmingham aforesaid, Jeweller, and during the whole of the above-mentioned period his Wife carrying on the business of a Stay Maker and Dealer in Crinoline Skirts, an Insolvent Debtor.

NOTICE is hereby given, that the County Court of Warwickshire, at Birmingham, acting in the matter of this Petition, will proceed to make a Final Order thereon at the said Court, on the 20th day of December next, at ten o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Samuel Ives, formerly of No. 34 Court, Spon-street, and having a back entrance from Windmill Fields, all in the city of Coventry, and county of Warwick, and lately of No. 120, Spon-street aforesaid, having also a back entrance from the said Court, at both places being a Silk Dyer.

NOTICE is hereby given, that the County Court of Warwickshire, at Coventry, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 10th day of December next, at twelve o'clock at noon precisely, unless cause be then and there shown to the contrary.

In the Matter of the Petition of Henry Robson Colling, now and for thirty years last past of Okehampton, in the county of Devon, Attorney-at-Law.

NOTICE is hereby given, that Matthew Fortescue, Esq., Judge of the County Court of Devonshire, at Okehampton, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 13th day of December next, at eleven o'clock in the forenoon precisely, unless cause be then and there shown to the contrary.

In the Matter of the Petition of William Bickley, formerly of Danes Mills, in the parish of Plymtree, in the county of Devon, Miller, and now of No. 18, Portland-place, New-passage, in the borough of Devonport, in the county of Devon, and having Stores at No. 35, Marlborough-street, in the borough of Devonport, in the county of Devon, Cider Dealer and Forage Dealer, an Insolvent Debtor.

NOTICE is hereby given, that the County Court of Devonshire, at Saint George's Hall, East Stonehouse, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 4th day of December next, at ten of the clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Jacob Marriot, at present, and for two years eight months and six days now last past, residing at No. 4, Tower-hill, in the parish of Saint Philip and Jacob within, in the city and county of Bristol, and carrying on business there as a Lancashire Clog Manufacturer, and occasionally letting lodgings; and for four years and upwards previously thereto residing in High-street, in the township of Glossop, in Derbyshire, and carrying on business there as a Lancashire Clog Manufacturer, an Insolvent Debtor.

NOTICE is hereby given, that the County Court of Gloucestershire, at Bristol, acting in the matter of this Petition, will proceed to make a Final Order thereon at the said Court, on the 19th day of December next, at ten of the clock in the forenoon precisely, unless cause be then and there shown to the contrary.

In the Matter of the Petition of James Morley, formerly of Church-place, Pyecombe, near Hurstpoint, in the county of Sussex, Grocer and General Dealer, then of Islingwood-road, and now of 41, Lewis-street, both in Brighton, Sussex, aforesaid, Carter.

NOTICE is hereby given, that the County Court of Sussex, at Brighton, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 7th of December next, at ten o'clock in the forenoon precisely, unless cause be then and there shown to the contrary.

In the Matter of the Petition of Thomas Skinner, of Ashurst, near Steyning, in the county of Sussex, Boot and Shoe Maker.

NOTICE is hereby given, that the County Court of Sussex, at Brighton, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 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 George Dowman, of Middle-street, New Shoreham, in the county of Sussex, Fisherman.

NOTICE is hereby given, that the County Court of Sussex, at Brighton, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 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 Charles Greenfield, of No. 9, Russell-square, Brighton, in the county of Sussex; Butcher.

NOTICE is hereby given, that the County Court of Sussex, at Brighton, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 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 George Dapp, formerly of No. 32, Western-road, Hove, Brighton, Pork Butcher, and now of No. 179, Edward-street, Brighton aforesaid, Pork Butcher and Greengrocer, both in the county of Sussex.

NOTICE is hereby given, that the County Court of Sussex, at Brighton, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 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 Thomas Walter, of No. 40, Southern-street, Brighton, in the county of Sussex, called the Sir Charles Napier Inn, Licensed Victualler.

NOTICE is hereby given, that the County Court of Sussex, at Brighton, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 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 Arthur Stroud, formerly of the White Horse Shade, Pool Valley, Brighton; Licensed Victualler, and now of No. 21, Princes-street, Brighton, out of business.

NOTICE is hereby given, that the County Court of Sussex, at Brighton, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 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 Edward Hunds Daniels, of Drayton, near Chichester, in the county of Sussex, Clerk and Station Master, and formerly Coal Agent.

NOTICE is hereby given, that the County Court of Sussex, at Chichester, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 11th day of December next, at eleven o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of James Alford, now and for the last five months last past residing at Melyncrythan, in the parish of Neath, in the county of Glamorgan, and previously of Green-street, in the town of Neath aforesaid, Haulier, Contractor, and Labourer.

NOTICE is hereby given, that Henry Ridgard Bagshawe, Esq., Q.C., the Judge of the County Court of Glamorganshire, at Neath, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 11th day of December next, at ten o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of John Peters, of Greenfields, in the town of Aberavon, in the county of Glamorgan, Blocklayer, before then of Richard-street, in the town of Aberavon, in the county of Glamorgan aforesaid, Grocer and Dealer in Tobacco.

NOTICE is hereby given, that Henry Ridgard Bagshawe, Esq., Q.C., the Judge of the County Court of Glamorganshire, at Neath, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 11th day of December next, at ten o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of John Jenkins, of High-street, Tenby, in the parish of Saint Mary, Tenby, in liberty, in the county of Pembroke, Watch and Clock Maker, Working Jeweller and Lodging-house Keeper, insolvent debtor.

NOTICE is hereby given, that Henry Ridgard Bagshawe, Esq., Q.C., Judge of the County Court of Pembroke-shire, at Penbrooke, will proceed to make a Final Order thereon, at the said Court, on the 14th 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 Sam Pratt Weatherill, lodging at No. 2, Swanswell-terrace, in Coventry and county of Warwick, Watch Manufacturer, and lately holding also an unoccupied house, No. 132, Spon-street, Coventry aforesaid.

NOTICE is hereby given, that the County Court of Warwickshire, at Coventry, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 10th day of December next, at twelve of the clock at noon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Rebecca Bryant, now and for about one month of No. 59, Wellington-street, Bedford, in the county of Bedford, a Widow, and out of business, previously and for about seven years of No. 59, Wellington-street aforesaid, a Widow, and a Grocer and General Country Shopkeeper.

NOTICE is hereby given, that John Collyer, Esq., Judge of the County Court of Bedfordshire, at Bedford, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 18th day of December next, at eleven o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Levi Chapman, late of Daventry, in the county of Northampton, Baker and Confectioner, but now of Kettering, on the said county of Northampton, out of business, an insolvent Debtor.

NOTICE is hereby given, that the County Court of Northamptonshire, at Daventry, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 9th day of December next, at eleven o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Charles Henry Thomas for two years and ten months last past residing at New Market-place, Rochdale, in the county of Lancaster, a part of the time carrying on business in copartnership with Catherine Adams, as Jewellers, Boot and Shoe Dealers, New and Second-hand Clothes and General Dealers, under the style or firm of Thomas and Adams, and during a part of such period working as a Journeyman Gas Fitter, and for thirteen months of the above-named period carrying on the said business on my separate account, an Insolvent Debtor.

NOTICE is hereby given, that the County Court of Lancashire, at Rochdale, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 11th day of December next, at twelve of the clock at noon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of James Cole, of Union-street, Crook's-place, in the hamlet of Heigham, in the county of the city of Norwich, Greengrocer, Dealer in Fish, and Dealer in Marine Stores.

NOTICE is hereby given, that Thomas Jacob Birch, Esq., Judge of the County Court of Norfolk, at Norwich, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 3rd day of December next, at eleven o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of James Hinks, of, (as a lodger,) No. 1, Rathbone-place, at the corner of East-street, London-road respectively, Leicester, in the county of Leicester, Fishmonger, Greengrocer, Dealer in Provisions, and in the name of Ruth Clarke, carrying on the business of a Dealer in Tea, Coffee, and Tobacco.

NOTICE is hereby given, that the County Court of Leicestershire, at Leicester, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 18th day of December next, at ten of the clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of George Groce Warburton, commonly using and known by the name of George Warburton only, of, (as a lodger,) No. 3, Queen-street, Leicester, in the county of Leicester, and next previously of, (as a lodger,) No. 11, Clarence-street, Humbuston-gate, Leicester aforesaid, and next previously of, (as a householder,) the same place of residence, and whilst so residing as respectively as aforesaid, partly undertaking Cabinet Making for others, and partly Cabinet Making on his own account.

NOTICE is hereby given, that the County Court of Leicestershire, at Leicester, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 18th 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 William Sharpe, of, (as a lodger,) No. 5, Belgrave-gate, Leicester, in the county of Leicester, Shopman and Agent to a Corn, Flour, Seeds, Cattle Feed, and Provision Dealer, and also Agent for the following associations and companies; namely: the British Nation Life Assurance Association, the State Fire Insurance Company, the Accidental Death Insurance Company, the Consols Assurance Association for effecting Life Policies and Investments in connection with Government Securities, and for the now or late Agricultural Cattle Insurance Company, and next previously of, (as a householder,) No. 17, in the Haymarket, at Leicester aforesaid, and then there, on his own account, carrying on business as such Dealer respectively aforesaid, and during the latter part of his residence there Agent for the several Associations and Companies aforesaid, but formerly of, (as a Householder,) No. 11, in the Haymarket aforesaid, Corn, Flour, and Provisions Dealer,

NOTICE is hereby given, that the County Court of Leicestershire, at Leicester, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 18th 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 Samuel John Saunders, now and for two years last past of Bedford, in the county of Bedford, a Retired Captain and Brevet-Major in the East India Company's Service.

NOTICE is hereby given, that John Collyer, Esq., Judge of the County Court of Bedfordshire, at Bedford, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 18th day of December next, at eleven o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of William Feek Keed (known and trading under the name of William Feek) of West Pottergate-street, in the hamlet of Heigham, in the county of the city of Norwich, Horsebreaker, previously lodging on Saint Giles'-hill, in the said hamlet of Heigham, in the county of the city of Norwich, Horsebreaker, formerly of Saint Giles'-road, in the said hamlet of Heigham, in the county of the city of Norwich, Horsebreaker and Livery Stable Keeper.

NOTICE is hereby given, that Thomas Jacob Birch, Esq., Judge of the County Court of Norfolk, at Norwich, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 3rd day of December next, at eleven o'clock in the forenoon precisely, unless cause be then and there shewn to the contrary.

In the Matter of the Petition of Robert Jarvis, formerly of No. 6, Stafford-place, Tonbridge-wells, Tonbridge, Kent, in copartnership with Virgil Dickenson, at Vale-road, Tonbridge-wells, Tonbridge, Kent, as Plumbers, Painters, and Glaziers, under the style or firm of Dickenson and Jarvis, then of Fern House, Southborough, Tonbridge, Kent, carrying on business with Virgil Dickenson, at Vale-road aforesaid, as Plumbers, Painters, and Glaziers, under the style or firm of Dickenson and Jarvis, then of Fern House, Southborough, Tonbridge, Kent, Plumber, Painter, and Glazier, and Ornamental Painter, occasionally Letting Furnished Lodgings, and now of No. 2, Bright-ridge-villas, Southborough, Tonbridge, Kent, Plumber, Painter, and Glazier, and Ornamental Painter, an insolvent debtor,

NOTICE is hereby given, that James Espinasse, Esq., Judge of the County Court of Kent, at Tonbridge Wells, acting in the matter of this Petition, will proceed to make a Final Order thereon, at the said Court, on the 14th day of December next, at ten o'clock in the forenoon, unless cause be then and there shewn to the contrary.

In the County Court of Buckinghamshire, holden at High Wycombe, on the 25th day of November, 1861.

In the Matter of William Ball, of High-street, High Wycombe, in the county of Buckingham, Wheelwright, Blacksmith, and Shoeing Smith, an Insolvent Debtor.

THE creditors and the insolvent are informed that the Assignees' Accounts in this case will be Audited, on Wednesday, the 11th of December next, at eleven o'clock in the forenoon, and all necessary matters inquired into in order to a Dividend. Dividend will be advertised in the London Gazette, with instructions as to application for payment.

Creditors are at liberty to attend or not, as they please either personally or by Counsel, Attorney, or Agent, and to object to any debt in the Schedule, or the amount thereof, either as too small or too large.—Securities (if any) are to be produced.

If no reason whatever appears for acting against the statement of any debt, in the Schedule, whether as to the amount, or the right to receive Dividend thereupon, the same will be treated as correct.

NOTICE is hereby given, that the County Court of Devonshire, at East Stonehouse, authorized to act under a Petition of Insolvency presented by Sampson Harris, formerly Chief Engineer of the Third Class, in Her Majesty's ship *Horatio*, and also of Chapel-street, Sheerness, in the county of Kent, afterwards Chief Engineer of the Second Class, in Her Majesty's ship *Tribune*, and of Chapel-street, Sheerness aforesaid, since Chief Engineer of the First Class, in Her Majesty's ship *St. Vincent*, and of No. 15, Fox's-place, Sandy-hill, Woolwich, in the said county of Kent, and then and now Chief Engineer, of the First Class, of Her Majesty's ship *Royal William*, and of No. 42, Frankfort-street, Plymouth, in the county of Devon, will sit on the 4th day of December next, at ten o'clock in the forenoon, at Saint George's Hall, East Stonehouse, to Audit the Accounts of the Assignee of the estate and effects of the said insolvent under the said Petition, pursuant to the Acts of Parliament made and now in force relating to insolvents; and the said Court will also sit on the same day, at the same hour, and at the same place, in order to make a Fourth Dividend of the estate and effects of the said insolvent; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

NOTICE is hereby given, that the County Court of Worcestershire, holden at Worcester, authorized to act under a Petition of Insolvency, presented by William Firkins, of Leigh Sinton, in the parish of Leigh, in the county of Worcester, Brickmaker, will sit on the 11th day of December next, at ten of the clock in the forenoon, at the said Court, at the Guildhall, in the city of Worcester, to Audit the Accounts of the Official Assignee of the estate and effects of the said insolvent, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to insolvents; and the said Court will also sit on the same day, at the same hour, and at the same place, to make a Dividend of the estate and effects of the said insolvent; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

NOTICE is hereby given, that the County Court of Worcestershire, holden at Worcester, authorized to act under a Petition of Insolvency, presented by Thomas Pheasey, of Silver-street, in the city of Worcester, Cabinet Maker, Stationer, and News Agent, will sit on the 11th day of December next, at ten of the clock in the forenoon, in the said Court, at the Guildhall, in the city of Worcester, in order to Audit the Accounts of the Official Assignee of the estate and effects of the said insolvent, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to insolvents; and the said Court will also sit on the same day, at the same hour, and at the same place, to make a Dividend of the estate and effects of the said insolvent; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

HENRY STAPYLTON, Esq., Judge of the County Court of Durham, at Seaham Harbour, authorized to act under a Petition of Insolvency, bearing date the 6th day of June, 1861, presented by William Stonehouse, of Seaham Harbour, in the county of Durham, Sailmaker, Green Grocer, and Fruiterer, will sit on the 4th December next, at eleven of the clock in the forenoon precisely, at the Court-house, Seaham Harbour, in order to Audit the Accounts of the Assignee of the estate and effects of the said insolvent, under the said Petition, pursuant to the Acts of Parliament made and now in force relating to insolvents; and the said Judge will also sit on the same day, at the same hour, and at the same place, in order to make a Dividend of the estate and effects of the said insolvent; when and where the creditors who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

JOHAN WORLEDGE, Esq., Judge of the County Court of Norfolk and Suffolk, at Diss and Eye, authorized to act under a Petition of Insolvency, presented by Thomas Bird, of Eye, in the county of Suffolk, Confectioner and Dealer in Fruit, Tea, Coffee, and Earthenware, will sit on the 16th day of December next, at one o'clock in the afternoon, at the Court, at Diss, in order to make a Dividend of the estate and effects of the said insolvent; when and where the creditors, who have not already proved their debts, are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

THE estates of Thomas Henderson, Wholesale Woollen Cloth and Tweed Warehouseman in Glasgow, were sequestrated on the 21st day of November, 1861, by the Sheriff of Lanarkshire.

The first deliverance is dated the said 21st day of November, 1861.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on Tuesday, the 3rd day of December, next, within the Faculty Hall, Saint 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 22nd day of March, 1862.

A Warrant of Protection against Arrest or Imprisonment for Civil Debt has been granted to the bankrupt, till said meeting of creditors for election of Trustee.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

WILKIE, COWAN, and STRATON,
58, George-square, Agents.

Glasgow, November 21, 1861.

THE estates of the Deceased William Turnbull, Hair Cloth Manufacturer in Musselburgh, Scotland, were sequestrated on the 23rd day of November, 1861, by the Court of Session.

The first deliverance is dated the 23rd day of November, 1861.

The meeting to elect the Trustee and Commissioners is to be held on Monday, the 2nd day of December, 1861, at one o'clock afternoon, within Dowells and 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 24th day of March, 1862.

The sequestration has been remitted to the Sheriff of the county of Edinburgh.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

MORTON, WHITEHEAD, and GREIG, W.S.,
Agents, 11, Queen-street, Edinburgh.

THE estates of Hugh Miller, Grocer, in Rutherglen, were sequestrated on the 23rd day of November, 1861, by the Sheriff of Lanarkshire.

The first deliverance is dated the 23rd day of November, 1861.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock noon, on Friday, the 6th day of December next, 1861, 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 23rd day of March, 1862.

A Warrant of Protection against Arrest or Imprisonment for Civil Debt has been granted to the Bankrupt, until the meeting of creditors for the election of Trustee.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

JAMES BOYD, Writer,
17, Gordon-street, Glasgow, Agent.

THE estates of James Mackintosh, Innkeeper and Farmer, at Aberarder, were sequestrated on the 23rd day of November, 1861, by the Sheriff of the county of Inverness.

The first deliverance is dated the 23rd day of November, 1861.

The meeting to elect the Trustee and Commissioners is to be held at one o'clock, afternoon, on Wednesday, the 4th day of December, 1861, within the Station Hotel, Inverness.

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 23rd day of March, 1862.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

WILSON & SIMPSON, Solicitors,
34, Church-street, Inverness, Agents.

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 7th January, 1862, at half past Ten o'Clock precisely, before Mr. Commissioner Nichols.

George Lewis Levy, known also as George Levy, formerly of Ship-alley, Wellclose-square, Shirt Maker, and Commission Agent, then of St. George's-street, St. George's, East, all in Middlesex, in co-partnership with William Gerson, under the style of Levy and Gerson, Clothiers and Outfitters, then of New York, America, out of business, and then and now of No. 9, Graces-alley, Wellclose-square, Middlesex, Commission Agent.

Frederic Valentine Burt, formerly of Langport, Somersetshire, Merchants' Clerk, then of No. 22, Brislington-crescent, Bedminster, Somersetshire, carrying on the business of a Wholesale Stationer, Account Book Maker, Printer and Engraver, at No. 18, Thomas-street, Bristol, in Partnership with John Wright and John Underwood, then of No. 1, Old Fish-street, Upper Thames-street, and afterwards of No. 102, Fleet-street, both in the city of London, carrying on the same business, in partnership with the said John Underwood, and residing, from March, 1856, to June, 1859, at No. 22, Barnsbury-grove, Islington, Middlesex, then of Langport aforesaid, from November, 1858, to June, 1859, in no business, and then, and now, of No. 1, Canterbury-terrace, Lorrimer-square, Walworth, Surrey, from June, 1859, to April, 1860, Clerk and Book-keeper to Messrs. Ashby and Co., of No. 79, King William-street, in the city of London, Stationer, since then, Clerk or Secretary to the promoters of a Company projected for the Navigation by Steamers of the river Godarky, in India, and next and now Clerk or Secretary to the promoters of a Company to be called the North-fleet Docks Company (Limited), at No. 27, Cornhill, London.

John Aitchison, of No. 43, Henry-street, Hampstead-road, and formerly of No. 2, Cook's-terrace, Pancras-road, both in St. Pancras, Middlesex, Furnishing Undertaker.

James Henry Cutler, formerly of No. 7, Stephen-street, Bermondsey, Surrey, next of No. 3, Grange-terrace, Blue Anchor-road, Bermondsey aforesaid, at both places Journeyman Hatter, next of No. 2, Church-road, then of No. 13, Stepney-causeway, both in Stepney, Hatters' Shopman, then of No. 3, Waterloo-terrace, Commercial-road East, Hatter, and next of No. 2, James-street, Limehouse-fields, all in Middlesex, out of business.

Susannah Jay, renting a shed at No. 48, Cannon-street-road, St. George's East, Middlesex, Butcher.

James Hide, formerly of No. 17, then of No. 2, and then again of No. 17, Woburn-buildings, Euston-road, then of No. 41, Judd-street, Euston-road, then of No. 21, Henrietta-street, Brunswick-square, and next and now, of No. 3, Judd-street aforesaid, Carver, Gilder, Picture Frame, and Looking-glass Maker, while at No. 17, Woburn-buildings aforesaid, Lodging House-keeper, and for nine months last past renting a workshop at No. 13, Leigh-street, Brunswick-square, all in Middlesex.

On Wednesday the 8th January, 1862, at half past Ten o'Clock, before Mr. Commissioner Nichols.

George Kemp, formerly of Northumberland-heath, Erith, Kent, Chandler's Shop-keeper, Hay Binder, and Farm Labourer, and now of Lesness-heath, Erith aforesaid, Hay Binder and Farm Labourer.

Thomas Stephens, of No. 79, City-road, Middlesex, Architect, Surveyor, and Valuer.

Stephen Corbett, late of No. 16, Cornwall-road, Brixton, Bankers' Clerk, and now of No. 9, Sidney-terrace, Portland-place north, Clapham-road, all in Surrey, for part of the time Bankers' Clerk, latterly out of business and employment.

Benjamin Roebuck, of No. 5, Wick-road, (north corner of Hedger's-grove) Hackney Wick, Middlesex, General Shop-keeper.

Wardle Corbyn, formerly of Jermyn-street, Haymarket, Middlesex, then of No. 15, Lacey-terrace, Penton-place, Walworth, Surrey, then of No. 2, New King's-road, Chelsea, Middlesex, and now of No. 9, Limestone-street, King's-road, Chelsea aforesaid, Manager of Musical and Dramatic Entertainments.

John Thomas Winters, formerly of No. 12, and now of No. 22, Upper Gower-mews, Torrington-place, Torrington-square, Middlesex, Cabriolet Proprietor, and letting lodgings.

On Friday the 10th January, 1862, at half past Ten o'Clock, before Mr. Commissioner Nichols.

Herbert Wyatt, of No. 50, Sussex-street, and previously of No. 40, Charlwood-street, both in Pimlico, Middlesex, Discount Agent.

Alfred Cottrell Concanen, of No. 32, Acton-street, Gray's-inn-road, Middlesex, Accountant, Arbitrator, Life Assurance and General Agent, Proprietor of the East St. Pancras Loan and Deposit Office, and Secretary to the St. George Advance Association, No. 4.

John Gallifant, formerly of No. 2, Hirst-cottages, Priory-grove South, Kennington, then of No. 1, Hanscombe-place, James-street, Clapham, and then of No. 13, Outwell-terrace, Paradise-road, Stockwell, all in Surrey, Cab Proprietor, and now of No. 1, Thurlow-place, Paradise-road aforesaid, Cab Driver.

James Webb, formerly lodging at No. 1, Grosvenor-place, Hyde Park-corner, and now lodging at No. 32, Sloane-street, Knightsbridge, all in Middlesex, Artist.

John Cotton, sued and known as John Joynt Cotton, of No. 23, Ash-grove, previously of No. 3, Church-path, both in Hackney, before then of No. 157, Kingsland-road, previously of No. 13, Brudenell-place, New North-road, Hoxton, all in Middlesex, before then of No. 23, Queen Elizabeth-street, Horselydown, Surrey, previously of No. 36, Wilson-street, Finsbury, and formerly of No. 75, Bishopsgate-street Without, both in Middlesex, during the whole time a Commercial Traveller.

Archibald Hope, formerly of No. 53, Kensington-place, and afterwards of No. 13, Great Russell-street, both in Brighton, Sussex, Green Grocer, Tea Dealer, Confectioner, and Tobacconist, then of No. 17, Charles-street Harper-street, New Kent-road, Surrey, and now of No. 10, Albert-place, New Charlton, Kent, Traveller and Collector to a Linen Draper.

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 Professional Assignee of the Court, at the said Court, and to no other person.

COURT FOR RELIEF OF INSOLVENT DEBTORS.

The 23rd day of November, 1861.

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.

James Southan, late of Wednesfield-heath, Wolverhampton, Staffordshire, Licensed Victualler, Insolvent, No. 94,727 C.; Joseph Whitehouse, Assignee.

Edward Webster, late of Green-lane, Walsall, Staffordshire, Chain and Gear Maker, Insolvent, No. 94,491 C.; Edward Strongtharm, Assignee.

William Llewellyn, late of No. 1, East-terrace, Cardiff, Coal Merchant, Insolvent, No. 94,088 C.; Watkin Jenkins, Assignee.

Ann Buswell, late of No. 27, New Hampstead-road, Kentish-town, Middlesex, Baker, Insolvent, No. 70,630 T.; Joseph Huskisson, Assignee.

Robert Hodgson Gratrix, late of Springfield-lane, Salford, Lancashire, Dyer and Bleacher, Insolvent, No. 94,068 C.; Joseph Foxcroft and Edward Brooke, Assignees.

John Close Sharman, late of No. 168, King-street, Great Yarmouth, Norfolk, Journeyman Baker and Confectioner, Insolvent, No. 94,404 C.; William Parker the younger, Assignee.

George Nash, late of Clay-lane End, Coleford, Gloucestershire, Miner, Insolvent, No. 94,354 C.; Joseph Carwardine, Assignee.

James Edgcome, late of No. 13, Pilgrim-street, Newcastle-upon-Tyne, Surgeon and Apothecary, Owner of, and Dealer in, Railway Shares, No. 94,162 C.; Ralph Coulthard, Assignee.

Thomas Powell, late of No. 10, Trinity-street, Borough, Surrey, not following any business or occupation, Insolvent, No. 70,587 T.; Edmund Gilbert Hamley, Assignee.

James Pemberton, late of Huddersfield's-road, Staleybridge, Lancashire, Grocer, and Beerseller. Insolvent, No. 94,251 C.; George Heath Bancroft, Assignee.

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**INSOLVENT DEBTORS' COURT,
DIVIDENDS.**

A dividend of four pence in the pound is now payable to the creditors of Mary Loder, late of No. 11, North-street, Rugby, Warwickshire, Teacher of Dancing, No. 91,935 C.

Of one shilling and fourpence in the pound to the creditors of James Henry Lott, late of the Sir Robert Peel, High-street, Canterbury, and of the Wall, Whitstable, Kent, Sail Maker, No. 91,196 C.

Of one shilling and ten pence in the pound to the creditors of David Morris, late of the Wheatsheaf Inn, Monmouth, Monmouthshire, Licensed Victualler, Maltster, and Licensed Brewer, No. 91,332 C.

Of ten pence in the pound to the creditors of Thomas Allen Stubbing, late of Radwinter, Essex, Farmer and Machine Man, No. 76,178 C.

Of five pence in the pound to the creditors of Alfred Colman, late of High-street, Southover, Lewes, Sussex, Butcher, No. 69,623 C.

Of ten pence in the pound to the creditors of William Flint, late of North Bar-street (within), Beverley, Yorkshire, Butcher, occasionally Cattle Dealer, No. 91,274 C.

Of eight shillings and two pence in the pound to the creditors of John Bannister, late of Raven-street, Saint Helen's, Lancashire, Boot and Shoe Manufacturer, No. 91,674 C.

Of three pence three farthings, making sixpence three farthings in the pound, to the creditors of Henry Coe Coape, late of Carlton Chambers, No. 12, Regent-street, Saint James's, Middlesex, following no business or profession, No. 64,573 T.

Of one shilling and seven pence in the pound to the creditors of David Mallinson, late of Grove-place, Ford-lane, Pendleton, Lancashire, Commission Merchant and Agent, No. 91,198 C.

Of four shillings and four pence, making twenty shillings in the pound, and interest, from February, 1857, to the creditors of Kenneth Mackenzie Reid Tarpley, late of Flore, Northamptonshire, Clerk, No. 43,362 T.

Of three shillings and eight pence, making eight shillings and four pence in the pound to the creditors of James Douglas Dove, late of No. 18, Manor-street, Clapham, Surrey, Clerk in the Audit Office, Somerset House, No. 65,256 T.

Of six shillings and four pence in the pound to the creditors of Joseph Broughton, late of Lorn Cottage, Lorn-road, Brixton, Surrey, out of business, No. 67,263 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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Tuesday, November 26, 1861.

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