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FRIDAY, NOVEMBER 20, 1863.

Lord Chamberlain's Office, November 18, 1863.

ORDERS for the Court's going into Mourning on Sunday next, the 22nd instant, for His late Majesty The King of Denmark; viz.:

The Ladies to wear black Dresses, white Gloves, black or white Shoes, Feathers, and Fans, Pearls, Diamonds, or plain Gold or Silver Ornaments.

The Gentlemen to wear black Court Dress, with black Swords and Buckles.

The Court to change the Mourning on Sunday, the 6th of December next; viz.:

The Ladies to wear black Dresses, with coloured Ribbons, Flowers, Feathers, and Ornaments, or grey or white Dresses, with black Ribbons, Flowers, Feathers, and Ornaments.

The Gentlemen to continue the same Mourning.

And on Sunday, the 13th of December next, the Court to go out of Mourning.

AT the Court at *Windsor*, the 17th day of *November*, 1863.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

IT is this day ordered by Her Majesty in Council, that the Parliament which now stands prorogued to Tuesday, the first day of December next, be further prorogued to Wednesday, the thirteenth day of January next, and that the Right Honourable the Lord High Chancellor of that part of the United Kingdom called Great Britain do cause a Commission to be prepared and issued in the usual manner for proroguing the Parliament accordingly.

Arthur Helps.

AT the Court at *Windsor*, the 17th day of *November*, 1863.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

IT is this day ordered by Her Majesty in Council, that the Convocations of the Provinces of Canterbury and York be prorogued

from the day to which the same now stand prorogued to Thursday, the fourteenth day of January next, and the Right Honourable the Lord High Chancellor of that part of the United Kingdom called Great Britain is to cause writs to be prepared and issued in the usual manner for proroguing the Convocations accordingly.

Arthur Helps.

AT the Court at *Windsor*, the 17th day of *November*, 1863.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

HER Majesty in Council was this day pleased, on a representation of the Right Honourable the Lords of the Committee of Council on Education, to appoint the Reverend Capel Sewell, M.A., of Brasenose College, Oxford, to be one of Her Majesty's Inspectors of Schools.

Arthur Helps.

AT the Court at *Windsor*, the 17th day of *November*, 1863.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS the rules and practice observed for the purpose of preventing collisions at sea, which were formerly adopted by maritime nations, have proved insufficient to satisfy the requirements of modern navigation; and whereas various alterations in such rules and practice have from time to time been made by different nations, but the rules so altered have been found to be in some cases inconsistent with each other, and in other cases to have the force of municipal law only; and whereas certain regulations for the purpose aforesaid have been sanctioned by "The Merchant Shipping Act Amendment Act, 1862," and are contained in the table C, in the schedule to that Act; and whereas for the purpose of correcting certain clerical errors, the said regulations have, in pursuance of the provisions in the said Act contained, been modified by an Order in Council, bearing date the 9th day of January, 1863,

and the said regulation, so modified, are appended to the said Order, and to this Order; And whereas, by virtue of the said Act, and of the said Order, the said regulations, so appended as aforesaid, so far as relates to British and French ships, and also so far as relates to certain other foreign ships when within British Jurisdiction, came into operation on the first day of June one thousand eight hundred and sixty-three; And whereas it is provided by the same Act, that, whenever it is made to appear to Her Majesty that the Government of any foreign country is willing that the regulations for preventing collisions contained in Table C in the schedule to the said Act, or such other regulations for preventing collisions as are for the time being in force under the said Act should apply to the ships of such country when beyond the limits of British Jurisdiction, Her Majesty may, by Order in Council, direct that such regulations shall apply to the ships of the said foreign country, whether within British Jurisdiction or not. And it is further provided by the said Act, that whenever an Order in Council has been issued applying any regulation made by or in pursuance of the said Act to the ships of any foreign country, such ships shall, in all cases arising in any British Court, be deemed to be subject to such regulation, and shall for the purpose of such regulation be treated as if they were British ships: And whereas it has been made to appear to Her Majesty that the following Governments, that is to say:—

The Government of His Majesty the Sultan,
The Government of His Holiness the Pope, and
The Government of the Republic of Chile,
are willing that the said Regulations appended to the said Order and to this Order should apply to ships belonging to their respective countries when beyond the limits of British jurisdiction;

Now, therefore, Her Majesty, by virtue of the power vested in Her by the said recited Act, and by and with the advice of Her Privy Council, is pleased to direct,

That the said regulations appended to the said Order in Council, bearing date the ninth day of January, one thousand eight hundred and sixty-three, and to this Order, shall from the date of this Order apply to ships belonging to the following countries, that is to say:—

Turkey,
Roman States,
Chile,
whether within British jurisdiction or not.

Arthur Helps.

REGULATIONS REFERRED TO IN THE FOREGOING ORDER.

REGULATIONS FOR PREVENTING COLLISIONS AT SEA.

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PRELIMINARY.

Art. 1. In the following Rules every Steam Ship which is under sail and not under steam is to be considered a Sailing Ship; and every Steam ship which is under steam, whether under sail or not, is to be considered a ship under steam.

RULES CONCERNING LIGHTS.

Lights.

Art. 2. The Lights mentioned in the following Articles, numbered 3, 4, 5, 6, 7, 8 and 9, and no others, shall be carried in all weathers, from sunset to sunrise.

Lights for Steam Ships.

Art. 3. Sea-going Steam-ships when under weigh shall carry:

(a.) *At the Foremast Head*, a bright White Light, so fixed as to show an uniform and unbroken Light over an arc of the horizon of 20 points of the compass; so fixed as to throw the light 10 points on each side of the ship, viz., from right ahead to 2 points abaft the beam on either side; and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least five miles:

(b.) *On the Starboard Side*, a Green Light so constructed as to show an uniform and unbroken Light over an arc of the horizon of 10 points of the compass; so fixed as to throw the light from right ahead to 2 points abaft the beam on the starboard side; and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles:

(c.) *On the Port Side*, a Red Light, so constructed as to show an uniform and unbroken light over an arc of the horizon of 10 points of the compass; so fixed as to throw the light from right ahead to 2 points abaft the beam on the port side; and of such a character, as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles:

(d.) The said Green and Red Side Lights shall be fitted with inboard screens, projecting at least three feet forward from the Light, so as to prevent these lights from being seen across the bow.

Lights for Steam Tugs.

Art. 4. Steam Ships, when towing other ships, shall carry two bright White Mast-head Lights vertically, in addition to their side lights, so as to distinguish them from other Steam Ships. Each of these Mast-head Lights shall be of the same construction and character as the Mast-head Lights which other Steam-Ships are required to carry.

Lights for Sailing Ships.

Art. 5. Sailing Ships under weigh, or being towed, shall carry the same lights as Steam Ships under weigh, with the exception of the White Mast-head Lights, which they shall never carry.

Exceptional Lights for small Sailing Vessels.

Art. 6. Whenever, as in the case of small vessels during bad weather, the Green and Red lights cannot be fixed, these lights shall be kept on deck, on their respective sides of the vessel, ready for instant exhibition; and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the Green light shall not be seen on the port side, nor the Red light on the starboard side.

To make the use of these portable lights more certain and easy, the lanterns containing them shall each be painted outside with the colour of the light they respectively contain, and shall be provided with suitable screens.

Lights for Ships at Anchor.

Art. 7. Ships, whether steam ships or sailing ships, when at anchor in roadsteads or fairways, shall exhibit, where it can best be seen, but at a height not exceeding twenty feet above the hull, a White Light, in a globular lantern of eight inches in diameter, and so constructed as to show a clear uniform and unbroken light visible all round the horizon, and at a distance of at least one mile.

Lights for Pilot Vessels.

Art. 8. Sailing Pilot Vessels shall not carry the lights required for other sailing vessels, but shall carry a White Light at the mast head, visible all round the horizon,—and shall also exhibit a Flare-up Light every fifteen minutes.

Lights for Fishing Vessels and Boats.

Art. 9. Open Fishing Boats and other open boats shall not be required to carry the side lights required for other vessels; but shall if they do not carry such lights, carry a lantern having a Green Slide on the one side and a Red Slide on the other side; and on the approach of or to other vessels, such lantern shall be exhibited in sufficient time to prevent collision, so that the Green light shall not be seen on the port side, nor the Red light on the starboard side.

Fishing Vessels and open boats when at anchor, or attached to their nets and stationary, shall exhibit a bright White Light.

Fishing Vessels and open boats shall, however, not be prevented from using a Flare-up in addition, if considered expedient.

RULES CONCERNING FOG SIGNALS.*Fog Signals.*

Art. 10. Whenever there is fog, whether by day or night, the Fog Signals described below shall be carried and used, and shall be sounded at least every five minutes, viz. :—

(a.) Steam Ships under weigh shall use a Steam Whistle placed before the funnel, not less than eight feet from the deck:

(b.) Sailing ships under weigh shall use a Fog Horn:

(c.) Steam Ships and Sailing Ships when not under weigh shall use a Bell.

STEERING AND SAILING RULES.*Two Sailing Ships meeting.*

Art. 11. If Two Sailing Ships are meeting end on or nearly end on so as to involve risk of col-

lision, the helms of both shall be put to port, so that each may pass on the port side of the other.

Two Sailing Ships crossing.

Art. 12. When two sailing ships are crossing so as to involve risk of collision, then, if they have the wind on different sides, the ship with the wind on the port side shall keep out of the way of the ship with the wind on the starboard side; except in the case in which the ship with the wind on the port side is close hauled and the other ship free, in which case the latter ship shall keep out of the way; but if they have the wind on the same side, or if one of them has the wind aft, the ship which is to windward shall keep out of the way of the ship which is to leeward.

Two Ships under Steam Meeting.

Art. 13. If two ships under steam are meeting end on or nearly end on so as to involve risk of collision, the helms of both shall be put to port, so that each may pass on the port side of the other.

Two Ships under Steam Crossing.

Art. 14. If two ships under steam are crossing so as to involve risk of collision, the ship which has the other on her own starboard side shall keep out of the way of the other.

Sailing Ship and Ship under Steam.

Art. 15. If two ships, one of which is a sailing ship, and the other a steam ship, are proceeding in such directions as to involve risk of collision, the steam ship shall keep out of the way of the sailing ship.

Ships under Steam to slacken Speed.

Art. 16. Every steam ship, when approaching another ship so as to involve risk of collision, shall slacken her speed, or, if necessary, stop and reverse; and every steam ship shall, when in a fog, go at a moderate speed.

Vessels overtaking other Vessels.

Art. 17. Every vessel overtaking any other vessel shall keep out of the way of the said last-mentioned vessel.

Construction of Articles 12, 14, 15, and 17.

Art. 18. Where by the above rules one of two ships is to keep out of the way, the other shall keep her course, subject to the qualifications contained in the following Article.

Proviso to save special cases.

Art. 19. In obeying and construing these rules, due regard must be had to all dangers of navigation; and due regard must also be had to any special circumstances which may exist in any particular case rendering a departure from the above rules necessary in order to avoid immediate danger.

No Ship, under any circumstances, to neglect proper precautions.

Art. 20. Nothing in these Rules shall exonerate any ship, or the owner, or master, or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

AT the Court at *Windsor*, the 17th day of *November*, 1863.

PRESENT,

The QUEEN'S Most Excellent Majesty in Council.

WHEREAS by the Act of the session of Parliament of the sixth and seventh years of Her Majesty's reign (chapter 94), "to remove doubts as to the exercise of power and jurisdiction by Her Majesty within divers countries and places out of Her Majesty's dominions, and to render the same more effectual," hereinafter called the Foreign Jurisdiction Act, it was enacted (among other things) that it was and should be lawful for Her Majesty to hold, exercise, and enjoy any power or jurisdiction which Her Majesty then had or might at any time thereafter have within any country or place out of Her Majesty's dominions, in the same and as ample a manner as if Her Majesty had acquired such power or jurisdiction by the cession or conquest of territory:

And whereas Her Majesty has had and now has power and jurisdiction in the dominions of the Sublime Ottoman Porte:

And whereas Her Majesty was pleased on the 9th day of January, 1863, by and with the advice of Her Privy Council, to make, by Order in Council dated that day, provision for the exercise of Her power and jurisdiction as aforesaid:

And whereas by the 62nd clause of the aforesaid Order of Her Majesty in Council, it is ordered that "every British subject resident in the Ottoman dominions, being of the age of twenty-one years or upwards, or being married or a widower or widow, though under that age, shall, in the year 1863, in the month of March, and in every subsequent year in the month of January, register himself or herself in a register to be kept at the Consulate of the Consular district within which he or she resides.

"Every such British subject not so resident arriving at any place within the Ottoman dominions where a Consular Office is maintained, unless borne on the muster-roll of a British vessel there arriving, shall, within one month after his or her arrival, register himself or herself in a register to be kept at the Consular Office,—but so that no person shall be required to register himself or herself more than once in any year, reckoned from any 1st day of January.

"Every such British subject shall, on every such registration of himself or herself, pay a fee of five shillings.

"Any such British subject failing so to register himself or herself, and not excusing his or her failure to the satisfaction of the Consular Officer, shall not be entitled to be recognized or protected as a British subject in the Ottoman dominions, and shall be liable to a fine of not more than forty shillings for each instance of such failure; in the case of a married woman (not living apart from her husband) such fine to be levied on her husband's property.

"The Consular Officer shall issue to every British subject so registered, a certificate of registration under his hand and Consular seal."

And whereas it is expedient to modify the provisions of the said clause:

Now, therefore, Her Majesty, by virtue of the powers in this behalf by the Foreign Jurisdiction Act or otherwise in Her vested, is pleased, by and with the advice of Her Privy Council, to order, and it is hereby ordered:—

That for the purposes of the registration provided for in the above recited 62nd clause of the

Order of Her Majesty in Council of the 9th of January, 1863, it shall be deemed sufficient if the head of the family, whether male or female, alone takes out a certificate of registration, on which certificate shall be endorsed the names and description of the females who, at the time when such certificate is granted, shall be living under the same roof with the head of the family, whatever degree of relationship they may bear to the head of the family; but that all male children or male relatives of the head of the family, being of full age, although living under the same roof with the head of the family, shall be bound to take out separate certificates of registration.

And it is further ordered that, except in so far as the above recited clause in the Order of Her Majesty in Council of the 9th of January, 1863, is modified by the present Order, such clause shall continue to have full force and effect.

And the Right Honourable the Earl Russell, one of Her Majesty's Principal Secretaries of State, is to give the necessary directions herein accordingly.

Arthur Helps.

AT the Court at *Windsor*, the 17th day of *November*, 1863.

PRESENT,

The QUEEN'S Most Excellent Majesty in Council

HER MAJESTY, under, and by virtue of the provisions of an Act passed in the Session of Parliament holden in the twenty-first and twenty-second years of the Reign of Her present Majesty, intituled "An Act to Regulate the Qualifications of Practitioners in Medicine and Surgery," was this day pleased, by and with the advice of Her Privy Council, to nominate and appoint

Edmund Alexander Parkes, Esq., Doctor of Medicine, Professor in the Army Medical School, Netley;

Richard Quain, Esq., Doctor of Medicine, of Harley-street, London; and

Henry Wyldbore Rumsey, Esq., Surgeon, of Cheltenham,

to be members of "The General Council of Medical Education and Registration of the United Kingdom," for England, in the place and stead of Sir Charles Hastings, Knight, Doctor of Medicine, William Lawrence, Esq., Surgeon, and Thomas Pridgen Teale, Esq., Surgeon, who having been respectively, for five years, on Her Majesty's nomination, members of the said General Council, have, by lapse of time, ceased to be members thereof.

Her Majesty was further pleased, by the advice aforesaid, again to nominate and appoint

Professor Robert Christison, Doctor of Medicine, of the city of Edinburgh,

to be a member of the said General Council for Scotland: and Her Majesty was further pleased, by the advice aforesaid, again to nominate and appoint

William Stokes, Esq., Doctor of Medicine, of Merrion-square, in the city of Dublin,

to be a member of the said General Council for Ireland: the said Professor Robert Christison and William Stokes, Esq., having been respectively

for five years, on Her Majesty's nomination, members of the said "General Council of Medical Education and Registration of the United Kingdom," and having, by lapse of time, ceased to be members thereof.

Arthur Helps.

AT the Court at *Windsor*, the 17th day of *November*, 1863.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS by an Act passed in the session of Parliament holden in the eleventh and twelfth years of Her Majesty's reign, intituled "An Act to prohibit the importation of sheep, cattle, or other animals, for the purpose of preventing the introduction of contagious or infectious disorders," it is, amongst other things, enacted, that it shall be lawful for Her Majesty, from time to time, by Order in Council, to make such regulations with respect to the Importation of sheep, cattle, horses, or other animals, as Her Majesty may consider to be necessary, in order to prevent the introduction of any contagious or infectious disorder. And Whereas it is considered by Her Majesty to be necessary, in order to prevent the introduction into this country of contagious or infectious disorders, that the following regulations should be made with respect to the importation of sheep, cattle, horses, or other animals:

Now, therefore, Her Majesty, by and with the advice of Her Privy Council, and under the authority of the said Act, doth order, and it is hereby ordered, that, in addition to all other regulations for the time being in force under the said Act, the following Regulations be from henceforth observed and obeyed by all persons engaged in the importation of sheep, cattle, horses, or other animals into any part of the United Kingdom (that is to say):

I. If the carcases of any sheep, cattle, horses, or animals, taken on board any ship or vessel for the purpose of importation into the United Kingdom, which may have died during their passage or voyage, shall remain on board such ship or vessel at the time of her arrival in any port of the United Kingdom, it shall be the duty of the Master of such vessel to report the fact of such carcases being on board to the Collector or Principal Officer of Her Majesty's Customs for such port, immediately upon the arrival of such ship or vessel; and no such carcase shall be discharged or landed from such ship or vessel without the permission in writing of such Collector or Principal Officer of Customs; and it shall be the duty of the Master of such vessel, if such Collector or Principal Officer of Customs shall so require, again to proceed to sea, and to discharge and throw overboard into the sea all such carcases within such time, and at such place, or at such distance from the nearest coast or shore, and at such a state of the tide, as such Collector or Principal Officer of Customs shall direct.

II. The importation of any sheep, cattle, horses, or other animals on board any ship or vessel the Master of which shall not comply with these regulations, is hereby prohibited; and all sheep, cattle, horses, or other animals, which shall be brought into any port of the United Kingdom on board any such ship or vessel, shall be forfeited to Her Majesty.

Arthur Helps.

AT the Court at *Windsor*, the 17th day of *November*, 1863.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS by the Common Law Procedure Act, 1852, it is enacted that it shall be lawful for Her Majesty, from time to time, by an Order in Council, to direct that all, or any part of the provisions of the said Act, or any of the rules to be made in pursuance thereof, shall apply to all or any Court or Courts of Record in England or Wales; and that within one month after such Order shall have been made and published in the London Gazette, such provisions and rules, respectively, shall extend and apply in manner directed by such Order, and that any such Order may be in like manner from time to time altered or annulled. And whereas by the Common Law Procedure Act, 1854, it is also enacted that it shall be lawful for Her Majesty, from time to time, by an Order in Council, to direct that all or any part of the provisions of that Act, or of the rules to be made in pursuance thereof, shall apply to all or any Court or Courts of Record in England and Wales; and that within one month after such Order shall have been made and published in the London Gazette, such provisions and rules, respectively, shall extend and apply in manner directed by such Order, and that any such Order may be in like manner from time to time altered or annulled. And that in and by any such Order Her Majesty may direct by whom any powers or duties incident to the provisions applied under the same Act, or the Common Law Procedure Act, 1852, shall and may be exercised with respect to matters in such court or courts, and may make any Orders or Regulations which may be deemed requisite for carrying into operation in such court or courts the provisions so applied.

And whereas by the "Summary Procedure on Bills of Exchange Act, 1855," it is also enacted that it shall be lawful for Her Majesty, from time to time, by an Order in Council, to direct that all or any of the provisions of that Act shall apply to all or any Court or Courts of Record in England or Wales; and that within one month after such Order shall have been made and published in the London Gazette, such provisions shall extend and apply in manner directed by such Order, and that any such Order may be in like manner, from time to time, altered or annulled, and that in and by such order Her Majesty may direct by whom any powers or duties incident to the provisions applied under the same Act shall or may be exercised with respect to matters in such court or courts, and may make any Orders or Regulations which may be deemed requisite for carrying into operation in such court or courts the provisions so applied.

And whereas by the Common Law Procedure Act, 1860, it is also enacted, that it shall be lawful for Her Majesty, from time to time, by an Order in Council, to direct that all or any part of the provisions of that Act shall apply to all or any Court or Courts of Record in England or Wales, and that within one month after such Order shall have been made and published in the London Gazette, such provisions and rules, respectively, shall extend and apply in manner directed by such Order, and that any such Order may be in like manner from time to time altered and annulled, and that in and by any such Order Her Majesty may direct by whom any powers or duties incident to the provisions applied under that Act shall and may be exercised with respect to matters in such court or courts, and may make any Order or Regulations which may be deemed requisite for

carrying into operation in such court or courts the provisions so applied.

And whereas by the "Mayor's Court of London Procedure Act, 1857," it is enacted that it shall be lawful for Her Majesty, from time to time, by an Order in Council, to direct that all or any part of the provisions of any Act, for the amendment of the law then passed or thereafter to be passed, and also all or any of the rules and regulations made in pursuance thereof shall extend to and apply to the Court of Record of Her Majesty, holden before the Mayor and Aldermen, in the Chamber of the Guildhall of the city of London, commonly called the Mayor's Court of London, and that within one month after such Order shall have been made and published in the London Gazette, such provisions and rules, respectively, or parts thereof (and the forms necessary in respect thereof), shall extend and apply in manner directed by such Order, and that any such Order may be in like manner altered and annulled, and that in and by any such Order Her Majesty may direct by whom any such powers or duties incident to the said provisions applied under the several Acts and rules in respect thereof shall and may be exercised with respect to the matters in such court, and may make any Order, Regulation, or Form which may be deemed requisite for carrying into operation in such court the provisions so applied.

And whereas it has seemed fit to Her Majesty, by and with the advice of Her Majesty's Privy Council, that such of the provisions of the said several hereinbefore-mentioned Acts, as are hereinafter, respectively, in that behalf mentioned shall be extended and applied to the said Court of Record of Her Majesty, holden before the Mayor and Aldermen, in the Chamber of the Guildhall of the city of London, commonly called the Mayor's Court of London;

Now, therefore, Her Majesty, by and with the advice aforesaid, is pleased to order, and it is hereby ordered, that within one month after this order shall have been published in the London Gazette such of the provisions of the said Common Law Procedure Act, 1852, with respect to writs for the commencement of personal actions, as are contained in the sections numbered respectively 3, 7, 16, and 17, in the copy of the said Act, printed by Her Majesty's Printer; and such of the provisions of the same Act with respect to the appearance of the defendant, and proceedings of the plaintiff, in default of appearance, as are contained in the sections numbered respectively 32 and 33, in the copy of the said Act, printed by Her Majesty's Printer; and such of the provisions of the same Act with respect to the joinder of parties to actions as are contained in the sections numbered respectively 34, 35, 36, 37, 38, 39, and 40, in the copy of the said Act, printed by Her Majesty's Printer; and the provisions of the same Act with respect to the joinder of causes of action contained in the section numbered 41 in the copy of the said Act, printed by Her Majesty's Printer; and such of the provisions of the same Act, with respect to the determination of questions raised by the consent of the parties, without pleading, as are contained in the sections numbered respectively 42, 43, 44, 45, 46, 47, and 48, in the copy of the said Act, printed by Her Majesty's Printer; and such of the provisions of the same Act, with respect to the language and form of pleadings in general, as are contained in the sections numbered respectively 49, 50, 51, 52, 53, 54, 55, 56, and 57, in the copy of the said Act, printed by Her Majesty's Printer, shall extend and apply to the said Court of Record of Her Majesty, holden before the Mayor and Aldermen, in the Chamber of the Guildhall of the City of London, commonly called the Mayor's Court of London, and that all the said sections hereinbefore mentioned

shall be read as if the word "plaint" had been used therein, instead of the words "writ of summons" or "writ." And that such of the provisions of the same Act, with respect to the time and manner of declaring, as are contained in the sections numbered respectively 60 and 61, in the copy of the same Act, printed by Her Majesty's Printer; and such of the provisions of the same Act, with respect to pleas and subsequent pleadings, as are contained in the sections numbered respectively 64, 65, 66, 67, 68, 69, 70, 71, 74, 75, 76, 77, 78, 79, 80, 87, 88, and 89, in the copy of the same Act, printed by Her Majesty's Printer; and such of the provisions of the same Act with respect to the statement of causes of action and forms of pleading contained in the 91st section, and the schedules A and B of the copy of the same Act, printed by Her Majesty's Printer, (except the forms numbered respectively 1, 2, 3, 4, and 5, in the said schedule A,) shall also extend and apply to the said Court of Record of Her Majesty, holden before the Mayor and Aldermen in the Chamber of the Guildhall of the City of London, commonly called the Mayor's Court of London, and that the said section numbered 69, shall be read as if the words "and such plea" may "when necessary be pleaded at Nisi Prius "between the 10th day of August and 24th "of October," had not been inserted therein. And that such of the provisions of the same Act with respect to judgment by default and the mode of ascertaining the amount to be recovered thereupon, as are contained in the sections numbered respectively 94, 95, and 96, in the copy of the said Act, printed by Her Majesty's Printer; and such of the provisions of the same Act, with respect to the admission of documents, as are contained in the sections numbered respectively 117, 118, and 119, in the copy of the said Act, printed by Her Majesty's Printer, and such of the provisions of the same Act, with respect to execution, as are contained in the sections numbered respectively 123, 124, 125, and 126, in the copy of the said Act, printed by Her Majesty's Printer; and such of the provisions of the same Act, with respect to proceedings for the revival of judgments and other proceedings by and against persons not parties on the record, as are contained in the sections numbered respectively 128, 129, 130, 131, 132, 133, and 134, in the copy of the said Act, printed by Her Majesty's Printer; and such of the provisions of the same Act, with respect to the effect of death, marriage, and bankruptcy, upon the proceedings in an action, as are contained in the sections numbered respectively 135, 136, 137, 138, 139, 140, 141, 142, in the copy of the said Act, printed by Her Majesty's Printer; and all the provisions of the same Act, with respect to the proceedings upon motions in arrest of judgment, and for judgment non obstante veredicto, which are contained in the sections numbered respectively 143, 144, and 145, in the copy of the said Act, printed by Her Majesty's Printer (except such part of the said section numbered 143, as relates to a motion in arrest of judgment, pursuant to the statute of the first year of the reign of King William the Fourth, chapter seven), and all the provisions of the same Act, contained in the sections numbered respectively 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, and 167, in the copy of the said Act, printed by Her Majesty's Printer; and such of the provisions of the same Act, with respect to actions of ejectment, as are contained in the sections numbered respectively 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 218, 219,

220, and 221, in the copy of the said Act, printed by Her Majesty's Printer; so far as such provisions extend, or are or may be applicable to an action of ejectment between landlord and tenant, shall also extend and apply to the said Court of Record of Her Majesty, holden before the Mayor and Aldermen, in the Chamber of the Guildhall of the City of London, commonly called the Mayor's Court of London; and that the provisions of the same Act, with respect to the power to make rules and regulations, and to frame writs and proceedings for the purpose of carrying the same Act into effect, which are contained in the sections numbered respectively 223, 224, and 225, in the said copy of the Act, printed by Her Majesty's Printer, shall also extend and apply to the said Court of Record of Her Majesty, holden before the Mayor and Aldermen, in the Chamber of the Guildhall of the City of London, commonly called the Mayor's Court of London; and the powers thereby conferred shall and may be exercised, so far as may apply to the said Court, by the Judge thereof. And that the provision of the same Act, with respect to the effect of injunctions and orders to stay proceedings contained in the 226th section of the copy of the said Act, printed by Her Majesty's Printer, shall also extend and apply to injunctions, rules, and orders of the said Court of Record of Her Majesty, holden before the Mayor and Aldermen, in the Chamber of the Guildhall of the City of London, commonly called the Mayor's Court of London, or the Judge thereof.

And Her Majesty is further pleased, by and with the advice aforesaid, to order, and it is hereby further ordered, that all the provisions of the Common Law Procedure Act, 1854 (save only and except such as are contained in the sections numbered respectively 2, 35, 36, 37, 38, 39, 40, 42, 43, 76, 77, 95, 99, 100, 101, 102, 104, 105, 106, and 107, in the copy of that Act, printed by Her Majesty's Printer), shall extend and apply to the said Court of Record of Her Majesty, holden before the Mayor and Aldermen, in the Chamber of the Guildhall of the City of London, commonly called the Mayor's Court of London.

And Her Majesty is further pleased, by and with the advice aforesaid, to order, and it is hereby further ordered, that all the provisions of the Summary Procedure on Bills of Exchange Act, 1855 (save only and except such as are contained in the sections numbered respectively 8, 9, and 10, in the copy of that Act, printed by Her Majesty's Printer), shall extend and apply to the said Court of Record of Her Majesty, holden before the Mayor and Aldermen, in the Chamber of the Guildhall of the City of London, commonly called the Mayor's Court of London. And that the said several sections and the schedules to the said last-mentioned Act shall be read as if the word "plaint" had been used therein, instead of the words "writ of summons" or "writ," and that all the powers and duties exercisable by "the Court," or "a Judge" shall, as regards matters and proceedings in the said Court of Record of Her Majesty, holden before the Mayor and Aldermen, in the Chamber of the Guildhall of the City of London, commonly called the Mayor's Court of London, be exercisable and exercised by the said Court or the Judge thereof; and that all the powers and duties exercisable by the Masters of the Superior Courts, or any three of them, under the first section of the said last-mentioned Act, shall, as regards matters and proceedings in the said Court of Record of Her Majesty, holden before the Mayor and Aldermen, in the Chamber of the Guildhall of the City of London, commonly called the Mayor's Court of London, be exercisable and exercised by the Registrar of the said Court, subject to the approval of the Judge thereof.

And Her Majesty is further pleased, by and with the advice aforesaid, to order, and it is hereby further ordered, that all the powers and provisions of the Common Law Procedure Act, 1860 (save and except such as are contained in the sections numbered respectively 22, 23, 24, 25, 26, 27, 40, 41, 42, 43, 44, 45, and 46, in the copy of that Act, printed by Her Majesty's Printer, shall extend and apply to the said Court of Record of Her Majesty, holden before the Mayor and Aldermen, in the Chamber of the Guildhall of the City of London, commonly called the Mayor's Court of London.

And Her Majesty is further pleased, by and with the advice aforesaid, to order, and it is hereby further ordered, that the powers and provisions of the Act of Parliament, passed in the session of Parliament, holden in the 8th and 9th years of Her Majesty's reign, intituled "An Act for the better securing the payment of small debts," contained in the section of the same Act, numbered one in the copy thereof, printed by Her Majesty's Printer (so far only as relates to summoning, hearing, and making any order, or committing, as therein specified), and also the powers and provisions contained in the sections of the same Act, numbered 3 and 18 in the copy thereof, printed by Her Majesty's Printer, and the powers and duties incident to such provisions respectively shall be exercised by the said Court of Record of Her Majesty, holden before the Mayor and Aldermen, in the Chamber of the Guildhall of the City of London, commonly called the Mayor's Court of London, as the said Court is constituted or allowed to be holden under the said "Mayor's Court of London Procedure Act, 1857," and that the forms to be used thereunder shall be the same as those which are contained in the schedules A, B, and C respectively in the said "Mayor's Court of London Procedure Act, 1857."

And Her Majesty is further pleased, by and with the advice aforesaid, to order, and it is hereby further ordered, that the provisions of the Act of Parliament made and passed in the second year of the reign of His late Majesty King William the Fourth, intituled "An Act for uniformity of process in personal actions in His Majesty's Courts of Law at Westminster," which are contained in the section numbered one of the copy thereof, printed by Her Majesty's Printer, so far as such provisions relate to the process of the said Courts being served within two hundred yards of the border of any county, shall extend and apply to the said Court of Record of Her Majesty, holden before the Mayor and Aldermen, in the Chamber of the Guildhall of the City of London, commonly called the Mayor's Court of London.

And Her Majesty is further pleased, by and with the advice aforesaid, to order, and it is hereby further ordered, that all the powers and provisions of the Act of Parliament, made and passed in the Session of Parliament, holden in the twenty-fourth year of the reign of Her Majesty, intituled "An Act to afford facilities for better ascertaining the law of Foreign Countries, when pleaded in Courts within Her Majesty's Dominions," which are contained in the sections numbered 1 and 2 respectively, in the copy of that Act, printed by Her Majesty's Printer, shall extend and apply to the Court of Record of Her Majesty, holden before the Mayor and Aldermen, in the Chamber of the Guildhall of the City of London, commonly called the Mayor's Court of London.

And Her Majesty is further pleased, by and with the advice aforesaid, to order, and it is hereby further ordered, that all the powers and duties exercisable by the "Court," or a "Judge," or any number of Judges, under any of the sections of the several hereinbefore mentioned Acts, which are hereinbefore directed to apply to the said Court of

Record of Her Majesty, holden before the Mayor and Aldermen, in the Chamber of the Guildhall of the City of London, commonly called the Mayor's Court of London, shall, as regards matters and proceedings in the said last-mentioned Court, be exercised or exercisable by the Court, as directed to be held by the "Mayor's Court of London Procedure Act, 1857" and that all the powers and duties exercisable by the Master of the Superior Courts, or any number of them, under any of the aforesaid sections of the said several Acts, shall, as regards matters and proceedings in the said Court of Record of Her Majesty, holden before the Mayor and Aldermen, in the Chamber of the Guildhall of the City of London, commonly called the Mayor's Court of London, be exercised and exercisable by the Registrar, or his Deputy, of the said Court, subject to the approval of the said Court, and that the duties exercisable by the Sheriff or Bailiff, shall, as regards matters and proceedings in the said last-mentioned Court of London, be exercised and exercisable by the Serjeant-at-Mace of the same Court, or his Deputy.

Arthur Helps.

AT the Court at *Windsor*, the 17th day of *November*, 1863.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS by the 410th Section of "The Merchant Shipping Act, 1854," it is enacted that upon the completion of any new lighthouse, buoy, or beacon, Her Majesty may, by Order in Council, fix such dues in respect thereof to be paid by the master or owner of any ship which passes the same or derives benefit therefrom as Her Majesty may deem reasonable, and may from time to time alter the amount thereof, and that such dues shall be paid and collected in the same manner, by the same means, and subject to the same conditions, in, by, and subject to which the light dues authorized to be levied by the said Act are paid and collected. And whereas the Corporation of the Trinity House of Deptford Strond has placed a new light vessel off the entrance to Morecambe Bay, and a light is already exhibited therein.

Now, therefore, Her Majesty, in exercise of the powers vested in her by the said recited Act, by and with the advice of Her Privy Council, is pleased to direct that there shall be paid in respect of the said light vessel, for every vessel whether British or Foreign, which in one voyage shall cross any one or more of the following imaginary lines, namely, a line drawn from the Calf of Man to Tarn Point, a line drawn from the Calf of Man to Formby Point, a line drawn from Tarn Point to Rossal Point, and a line drawn from Stameer Point to Formby Point, or which in one voyage shall cross both of the following imaginary lines, namely, a line drawn from the Calf of Man to Great Orme's Head, and a line drawn from the Calf of Man to Saint John's Point, Dundry Bay, the toll of four sixteenths of a penny per ton of the burthen of every such vessel, for each such voyage as aforesaid, if on an oversea voyage, and one sixteenth of a penny per ton for each such voyage as aforesaid, if on a coasting voyage.

Provided always, that for any such vessel as aforesaid, which in any one voyage shall cross more than one of the six above mentioned imaginary lines, only a single toll, at the rates aforesaid, shall be payable. And the said tolls, in respect of the said light vessel, shall be levied by the Corpo-

ration of the Trinity House of Deptford Strond, subject to the gross abatement or discount of sixty per cent., mentioned in an Order in Council, made under the authority of the said recited Act, and dated the twenty-fifth day of July, one thousand eight hundred and sixty-one, and subject also to the regulations and exemptions contained in the consolidated tables of light duties, sanctioned by an Order in Council, dated the twenty-sixth day of June, one thousand eight hundred and fifty-five, and to the further exemption sanctioned by an Order in Council, dated the twelfth day of April, one thousand eight hundred and fifty-nine.

Arthur Helps.

AT the Court at *Windsor*, the 17th day of *November*, 1863.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS the Ecclesiastical Commissioners for England have, in pursuance of an Act of the sixth and seventh years of Her Majesty, chapter thirty-seven, sections six and eight, duly prepared and laid before Her Majesty in Council a scheme, bearing date the twenty-eighth day of October, in the year one thousand eight hundred and sixty-three, in the words following; that is to say:

"We, the Ecclesiastical Commissioners for England, in pursuance of an Act of the sixth and seventh years of your Majesty, chapter thirty-seven, sections six and eight, have prepared and now humbly lay before your Majesty in Council the following scheme for authorizing the sale and disposal of certain property formerly belonging to the precentorship of the Cathedral Church of Salisbury, and now vested in us.

"Whereas on the vacancy of the said precentorship, which occurred in or about the month of January, in the year one thousand eight hundred and forty-two, by the decease of the Reverend Philip Fisher, Clerk, Doctor in Divinity, the then precentor, all the lands, tithes, tenements, hereditaments, and endowments, theretofore belonging to the said precentorship (except rights of patronage), became by virtue of the Act of the third and fourth years of your Majesty, chapter one hundred and thirteen, absolutely vested in us for the purposes, and subject to the provisions, applicable to other hereditaments vested in us.

"And whereas our estate in the lands, tithes, tenements, hereditaments and endowments aforesaid, consists of a reversion expectant upon the determination of a beneficial lease, and such lands, tithes, tenements, hereditaments, and endowments, produce, during the subsistence of such lease, only a small annual revenue, and partly on that account and partly on account of their character or situation are unsuitable or inconvenient to be held or applied for the purposes for which estates vested in us are applicable under the Acts by which our proceedings are governed.

"And whereas by an Act of the twenty-third and twenty-fourth years of your Majesty, chapter one hundred and twenty-four, power is given to lessees holding under us, in the event of our declining to enter into a treaty for the sale of our reversions or the purchase of the leasehold interests, to require us to purchase such leasehold interests at a valuation.

"And whereas with a view to the advantageous appropriation of the said lands, tithes, tenements,

hereditaments and endowments, or of the proceeds thereof, for the ultimate improvement of our common fund, it is expedient that the said lands, tithes, tenements, hereditaments and endowments, or such part or parts thereof, as we shall at any time, and from time to time think fit, should be sold or disposed of, and accordingly that we should be empowered to dispose of our interest therein, or in any part or parts thereof, in such manner as shall appear to us advisable.

"Now, therefore, we humbly recommend and propose that we may be authorized and empowered by instrument or instruments in writing, duly executed according to law, from time to time to sell or dispose of, and duly to convey according to the provisions of the said Act of the sixth and seventh years of your Majesty's reign, with the consent of the holder or holders thereof (if any), to be testified by his, her, or their being made parties to such instruments, all or any of the said lands, tithes, tenements, hereditaments and endowments, theretofore belonging to the said Precentorship of Salisbury, and so vested in us as aforesaid, with their appurtenances, and all our estate, right, title, and interest therein, or in any part or parts thereof, unto, and to the use of any person or persons desirous or willing to purchase the same, and his, her, or their heirs, executors, administrators or assigns, or otherwise, as he, she, or they shall direct or appoint, and for such consideration, as shall upon due calculation and inquiry appear to us to be just and reasonable.

"And we further recommend and propose that nothing herein contained, shall prevent us from recommending and proposing any other measures relating to the matters aforesaid, or any of them, in accordance with the provisions of the said Acts, or of any other Act of Parliament."

And whereas the said scheme has been approved by Her Majesty in Council: now, therefore, Her Majesty, by and with the advice of Her said Council, is pleased hereby to ratify the said scheme, and to order and direct that the same and every part thereof shall be effectual in law immediately from and after the time when this Order shall have been duly published in the London Gazette, pursuant to the said Act; and Her Majesty, by and with the like advice, is pleased hereby to direct that this Order be forthwith registered by the Registrar of the diocese of Salisbury.

Arthur Helps.

AT the Court at *Windsor*, the 17th day of *November*, 1863.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS the Ecclesiastical Commissioners for England have, in pursuance of the Act of the third and fourth years of Her Majesty, chapter one hundred and thirteen; and of the Act of the twenty-third and twenty-fourth years of Her Majesty, chapter one hundred and twenty-four; duly prepared and laid before Her Majesty in Council a scheme, bearing date the sixth day of *August*, in the year one thousand eight hundred and sixty-three, in the words and figures following, that is to say:

"We, the Ecclesiastical Commissioners for England, in pursuance of the Act of the third and fourth years of your Majesty, chapter one hundred and thirteen; and of the Act of the twenty-third and twenty-fourth years of your Majesty, chapter

one hundred and twenty-four; have prepared, and now humbly lay before your Majesty in Council, the following scheme for making better provision for the cure of souls in certain parishes and districts.

"We humbly recommend and propose that there shall be paid by us, out of the common fund in the said Acts mentioned, in each and every year to the incumbent for the time being of each of the benefices described in the first schedule, hereunto annexed, the annual sum set opposite to the name of each such benefice in the last column of the same schedule, by equal half-yearly payments, on the first day of *May* and the first day of *November* in each year: Provided always that the grants so recommended to be made by us to the benefices of *Aylesbury* and *Shadforth* shall be paid only upon the production to us, on or before the first day of *May* and the first day of *November* in each and every year, of a certificate under the hand of the *Bishop* of the diocese, that a curate duly licensed by such bishop, has in each instance been employed within the parish or district during the preceding half-year; and provided also that with regard to the grant so recommended to be made by us to the benefice of *Hampton Bishop*, a like certificate be required that a curate has been duly employed at *Tupsley*, within the said parish of *Hampton Bishop*, and that with regard to the payment of portions amounting in each instance to one hundred pounds of the grants so recommended to be made by us to the benefices of *Landkey* with *Swimbridge* and *Market Weighton* with *Shipton* and *Sawley* with *Long Eaton*, a like certificate be required that a curate has been duly employed within each such parish or district; and provided furthermore that the grant so recommended to be made by us to the benefice of *Holy Trinity*, *Southwark*, shall cease and determine upon and from the avoidance of the rectory of *Saint Mary*, *Newington*, in the county of *Surrey*, next ensuing after the date of this scheme.

"And we further recommend and propose that the messuages lands and premises, tithes, or rent charges in lieu of tithes, moduses, and other hereditaments particularly described in the second and ten following schedules, hereunto annexed, with their appurtenances, now vested in us, and all our estate and interest therein, shall, without any conveyance or assurance in the law other than this scheme and any duly gazetted order of your Majesty in Council ratifying the same, be transferred to and become absolutely vested in the several spiritual persons hereinafter mentioned, that is to say, that the lands and hereditaments described in the second schedule, hereunto annexed, situate within the parish of *Barmby Moor*, in the county and diocese of *York*, formerly belonging to the deanery of the cathedral and metropolitan church of *Saint Peter*, at *York*, and now vested in us, which said lands and hereditaments were lately held and occupied by *John Singleton*, Esquire, shall be transferred to and become absolutely vested in the vicar or incumbent for the time being of the vicarage of the said parish of *Barmby Moor*, that the lands and hereditaments described in the third schedule, hereunto annexed, together with the messuage and buildings thereon, situate within the parish of *Bothenhampton*, in the county of *Dorset* and diocese of *Salisbury*, and also the tithes or rent charges in lieu of tithes, arising upon such lands and hereditaments, all which were conveyed to us by a deed bearing date the fifteenth day of *July*, in the year one thousand eight hundred and sixty-two, shall be transferred to and become absolutely vested in the vicar or incumbent for the time being

of the vicarage of the said parish of Bothenhampton, that the tithes or rent charges in lieu of tithes described in the fourth schedule, hereunto annexed, arising out of or upon lands situate within the townships of Bonwm, Carwg, Mwstwr, and Tir Llanerch, in the parish of Corwen, in the county of Merioneth, and diocese of Saint Asaph, formerly belonging to the sinecure rectory of Corwen, and now vested in us, shall be transferred to and become absolutely vested in the perpetual curate or incumbent for the time being of the perpetual curacy of Saint Thomas, Glyndyfrdwy, in the same county and diocese, that all our estate and interest in the tithes or rent charges in lieu of tithes described in the fifth schedule, hereunto annexed, arising out of or upon lands situate within the parish of Llangar, in the said county of Merioneth and diocese of Saint Asaph, one moiety of which formerly belonged to the said sinecure rectory of Corwen, and is now vested in us, shall be transferred to and become absolutely vested in the rector or incumbent for the time being of the rectory of said parish of Llangar, that the tithes or rent charges in lieu of tithes described in the sixth schedule, hereunto annexed, arising out of or upon lands situate within the townships of Morfydd, Bodolas, and Ragatt, in the said parish of Corwen, and in the said county of Merioneth and diocese of Saint Asaph, formerly belonging to the said sinecure rectory of Corwen, and now vested in us, shall be transferred to and become absolutely vested in the rector or incumbent for the time being of the rectory of the parish of Llansantffraid-Glyndyfrdwy, in the same county and diocese, that the tithes or rent charges in lieu of tithes described in the seventh schedule, hereunto annexed, arising out of or upon lands situate within the township of Gwerni Hywel, in the said parish of Corwen, and in the county of Denbigh and said diocese of Saint Asaph, formerly belonging to the said sinecure rectory of Corwen, and now vested in us, shall be transferred to and become absolutely vested in the perpetual curate or incumbent for the time being of the perpetual curacy of the parish of Ysppyty Ivan, in the same county and diocese, that the messuage, lands, hereditaments, and premises described in the eighth schedule, hereunto annexed, situate within the parish of Kirton-in-Lindsey, in the county and diocese of Lincoln, now vested in us, shall be transferred to and become absolutely vested in the vicar or incumbent for the time being of the vicarage of the said parish of Kirton-in-Lindsey, that the modus, or tithe, or rent charge in lieu of tithe described in the ninth schedule, hereunto annexed, arising out of or upon lands situate within the township of Monk Heselden, in the parish of Monk Heselden, in the county and diocese of Durham, formerly belonging to the First Canonry in the Cathedral Church of Durham, and now vested in us, shall be transferred to and become absolutely vested in the perpetual curate or incumbent for the time being of the perpetual curacy of the parish of Kylloe, in the county of Northumberland, and the said diocese of Durham, that the lands and hereditaments described in the tenth schedule, hereunto annexed, situate within the parish of Oxenhall, in the county of Gloucester and diocese of Gloucester and Bristol, which were conveyed to us by a deed, bearing date the seventeenth day of June, in the year one thousand eight hundred and sixty-three, shall be transferred to and become absolutely vested in the vicar or incumbent for the time being of the vicarage of the said parish of Oxenhall, that all our leasehold estate and interest in the messuage, lands, hereditaments, and premises described in the eleventh schedule, hereunto annexed, situate

within the parish of Thurlby, in the said county and diocese of Lincoln, shall be transferred to and become absolutely vested in the perpetual curate or incumbent for the time being of the perpetual curacy of the said parish of Thurlby, that the tithes or rent charges in lieu of tithes described in the twelfth schedule, hereunto annexed, arising out of or upon lands situate within the parish of Dymerechion otherwise Tremerehion, in the county of Flint and said diocese of Saint Asaph, now vested in us, shall be transferred to and become absolutely vested in the vicar or incumbent for the time being of the vicarage of the said parish of Dymerechion otherwise Tremerechion.

“ And we further recommend and propose that all our estate and interest in the lands and hereditaments, situate within the parish of Burton Dasset, in the county of Warwick, and diocese of Worcester, and comprising seven acres three roods and one perch, or thereabouts, together with the cottages, barn, and buildings thereon, formerly belonging to the prebend of Dasset, otherwise Dorset Parva, in the cathedral church of Lichfield, shall be transferred to and become absolutely vested in the vicar or incumbent for the time being of the vicarage of the said parish of Burton Dasset; and that all our estate and interest in the money payment, tithes, or rent charges, in lieu of tithes arising out of or upon lands situate within the parish of Moughtrey otherwise Mochtre, in the county of Montgomery, and said diocese of Saint Asaph, and formerly belonging to the prebend of Mochtre, in the collegiate church of Brecon, shall, subject to any provisions affecting the same which are contained in the Act of the sixteenth and seventeenth years of your Majesty, chapter eighty-two be transferred to and become absolutely vested in the perpetual curate or incumbent for the time being of the perpetual curacy of the said parish of Moughtrey otherwise Mochtre.

“ And we further recommend and propose, with the consent of the Reverend James Gram Brine, Clerk, the perpetual curate or incumbent of the perpetual curacy of All Saints, Chardstock, in the counties of Devon and Dorset, and diocese of Salisbury, testified by his having signed and sealed this scheme, that the lands and hereditaments described in the thirteenth schedule, hereunto annexed, situate at Chardstock aforesaid, with their appurtenances, now vested in us, and all our estate and interest therein shall in like manner, and by the authority aforesaid, be transferred to and become absolutely vested in the perpetual curate or incumbent for the time being of the said perpetual curacy of All Saints, Chardstock: Provided always that the annual sums or stipends, amounting together to thirty-five pounds, payable by us to the said perpetual curate or incumbent, under the provisions of certain Orders of your Majesty in Council, bearing date respectively the twenty-seventh day of April, in the year one thousand eight hundred and forty-two; the seventeenth day of April, in the year one thousand eight hundred and forty-four; and the fourteenth day of August, in the year one thousand eight hundred and fifty, shall be reduced to an annual sum or stipend of twenty-five pounds thirteen shillings and six pence, as from the first day of May, in the year one thousand eight hundred and sixty-two, and shall be further reduced to an annual sum or stipend of seventeen pounds twelve shillings and two pence, as from the thirteenth day of November in the same year.

“ And we further recommend and propose, with the consent of the Reverend Brabazon Hallows, Clerk, the vicar or incumbent of the vicarage of the parish of Cilcen, in the said county

of Flint, and diocese of Saint Asaph, testified by his having signed and sealed this scheme that the tithes or rent charges, in lieu of tithes, described in the fourteenth schedule, hereunto annexed, arising out of or upon lands situate within the said parish of Cilcen, with their appurtenances, now vested in us, shall, in like manner, and by the authority aforesaid, be transferred to and become absolutely vested in the vicar or incumbent for the time being of the vicarage of the said parish of Cilcen, in lieu of and in full substitution for and discharge of the annual sum or stipend of fifty pounds, heretofore payable by us to the said vicar or incumbent under the provisions of the said Order of your Majesty in Council, bearing date the seventeenth day of April, in the year one thousand eight hundred and forty-four.

“And we further recommend and propose, with the consent of the Reverend Aris Henry Nourse, Clerk, the perpetual curate or incumbent of the perpetual curacy of Cogges, in the county and diocese of Oxford, testified by his having signed and sealed this scheme, that the lands and hereditaments described in the fifteenth schedule, hereunto annexed, situate at Cogges aforesaid, with their appurtenances, now vested in us, and all our estate and interest therein, shall, in like manner, and by the authority aforesaid, be transferred to and become absolutely vested in the perpetual curate or incumbent for the time being of the said perpetual curacy of Cogges: Provided always, that the annual sum or stipend of nineteen pounds payable by us to the said perpetual curate or incumbent under the provisions of an order of your Majesty in Council, bearing date the twenty-sixth day of October, in the year one thousand eight hundred and sixty, shall be reduced to an annual sum or stipend of seven pounds and twelve shillings, as from the first day of May, in the year one thousand eight hundred and sixty-two, and shall be further reduced to an annual sum or stipend of six pounds and sixteen shillings, as from the first day of November in the same year.

“And we further recommend and propose, with the consent of the Reverend Arthur Thomas Gregory, Clerk, the perpetual curate or incumbent of the perpetual curacy of the parish of Flixton, in the county of Lancaster, and diocese of Manchester, testified by his having signed and sealed this scheme, that the tithes or rent charges in lieu of tithes described in the sixteenth schedule, hereunto annexed, and therein numbered I, arising out of or upon lands situate within the townships of Flixton and Urmston, in the said parish of Flixton, with their appurtenances; and also the lands and hereditaments described in the same schedule, and therein numbered II, situate within the said township and parish of Flixton, together with the tithes or rent charges in lieu of tithes arising thereon with their appurtenances, all which formerly belonged to the prebend of Offley and Flixton annexed to the fifth canonry in the cathedral church of Lichfield, and are now vested in us, and all our estate and interest therein, shall, in like manner, and by the authority aforesaid, be transferred to and become absolutely vested in the perpetual curate or incumbent for the time being of the perpetual curacy of the said parish of Flixton, in lieu of and in full substitution for and discharge of the annual sum or stipend of thirty pounds, heretofore payable by us to the said perpetual curate or incumbent in respect of the estates formerly belonging to the said prebend or canonry, and also in lieu of and in full substitution for and discharge of the annual sum or stipend of thirty-three pounds, heretofore payable by us to the same perpetual curate or incumbent under the provi-

sions of an Order of your Majesty in Council, bearing date the twenty-seventh day of April, in the year one thousand eight hundred and forty-two, and also of the annual sum or stipend of one hundred and fifty-eight pounds now payable by us to the same perpetual curate or incumbent under the provisions of another Order of your Majesty in Council, bearing date the twenty-eighth day of April, in the year one thousand eight hundred and sixty-three.

“And we further recommend and propose, with the consent of the Reverend Denis Kelly, Clerk, the perpetual curate or incumbent of the perpetual curacy of Holy Trinity, Gough Square, in the county of Middlesex, and diocese of London, testified by his having signed and sealed this scheme, that the messuages, lands, hereditaments, and premises described in the seventeenth schedule, hereunto annexed, situate at Holloway, in the parish of Saint Mary, Islington, in the same county and diocese, with their appurtenances, shall, in like manner, and by the authority aforesaid, subject nevertheless to the several indentures of lease, the dates of which with the names of the lessees to whom the same are respectively granted, the term for which the same are respectively held and the reserved rents to which the same are respectively subject, are in the said seventeenth schedule, hereunto annexed, set opposite to the description of the said hereditaments which are demised by such leases respectively, be transferred to and become absolutely vested in the perpetual curate or incumbent for the time being of the said perpetual curacy of Holy Trinity, Gough Square: Provided always that the annual sum or stipend of forty-one pounds, heretofore payable by us to the same perpetual curate or incumbent under the provisions of an Order of your Majesty in Council, bearing date the twenty-sixth day of October, in the year one thousand eight hundred and sixty, shall be reduced to an annual sum or stipend of seven pounds fifteen shillings and eight pence, as from the fourteenth day of May, in the year one thousand eight hundred and sixty-three.”

“And we further recommend and propose, with the consent of the Reverend Thomas Alfred Bangham, Clerk, the perpetual curate or incumbent of the perpetual curacy of Christ Church, Lichfield, in the county of Stafford, and diocese of Lichfield, testified by his having signed and sealed this scheme, that the lands and hereditaments described in the eighteenth schedule hereunto annexed, situate at Lichfield aforesaid, with their appurtenances, now vested in us, and all our estate and interest therein, shall, in like manner, and by the authority aforesaid, be transferred to and become absolutely vested in the perpetual curate or incumbent for the time being of the said perpetual curacy of Christ Church, Lichfield: Provided always that the annual sum or stipend of thirty pounds, payable by us to the said perpetual curate or incumbent, under the provisions of an Order of your Majesty in Council, bearing date the fifteenth day of April, in the year one thousand eight hundred and forty-eight, shall be reduced to an annual sum or stipend of twenty-four pounds sixteen shillings and four pence, as from the fifth day of January, in the year one thousand eight hundred and sixty-three.

“And we further recommend and propose, with the consent of the Reverend Thomas Roberts Ellis, Clerk, the perpetual curate or incumbent of the perpetual curacy of the parish of Gyffin, in the county of Carnarvon, and diocese of Bangor, testified by his having signed and sealed this scheme, that the tithes or rent charges in lieu of tithes described in the nineteenth schedule, hereunto annexed,

arising out of or upon lands situate within the said parish of Gyffin, with their appurtenances, formerly belonging to the deanery of the cathedral church of Bangor, and now vested in us, shall, in like manner, and by the authority aforesaid, be transferred to and become absolutely vested in the perpetual curate or incumbent for the time being of the perpetual curacy of the said parish of Gyffin, in lieu of and in full substitution for and discharge of the annual sum or stipend of thirty pounds, heretofore payable by us to the said perpetual curate or incumbent in respect of the estates formerly belonging to the said deanery of Bangor.

“ And we further recommend and propose, with the consent of the Reverend Richard Parry Jones, Clerk, the perpetual curate or incumbent of the perpetual curacy of the parish of Llanvihangel Ysceiviog, with the chapelry of Llanfinnan annexed, in the county of Anglesey, and diocese of Bangor, testified by his having signed and sealed this scheme, that the tithes or rent charges in lieu of tithes described in the twentieth schedule, hereunto annexed, arising out of or upon lands situate within the said parish of Llanvihangel Ysceiviog, with their appurtenances, formerly belonging to the deanery of the cathedral church of Bangor aforesaid, and now vested in us, shall, in like manner, and by the authority aforesaid, be transferred to and become absolutely vested in the perpetual curate or incumbent for the time being of the perpetual curacy of the said parish of Llanvihangel Ysceiviog, with the said chapelry of Llanfinnan annexed, in lieu of and in full substitution for and discharge of the annual sum or stipend of seventy-two pounds and ten shillings, heretofore payable by us to the said perpetual curate or incumbent, in respect of the estates formerly belonging to the said deanery of Bangor, and also in lieu of and in full substitution for and discharge of the annual sum or stipend of sixteen pounds, heretofore payable by us to the same perpetual curate or incumbent, under the provisions of an Order of your Majesty in Council, bearing date the seventeenth day of April, in the year one thousand eight hundred and forty-four.

“ And we further recommend and propose, with the consent of the Reverend Henry Everard Bullivant, Clerk, the vicar or incumbent of the vicarage of the parish of Lubnam, otherwise Lubenham, in the county of Leicester, and diocese of Peterborough, testified by his having signed and sealed this scheme, that the lands and hereditaments described in the twenty-first schedule, hereunto annexed, situate within the said parish of Lubnam, otherwise Lubenham, with their appurtenances, now vested in us, and all our estate and interest therein, shall, in like manner and by the authority aforesaid, be transferred to and become absolutely vested in the vicar or incumbent for the time being of the vicarage of the said parish of Lubnam, otherwise Lubenham, in lieu of and in full substitution for and discharge of the annual sum or stipend of ten pounds, payable by us to the said vicar or incumbent, under the provisions of an Order of Your Majesty in Council, bearing date the twelfth day of April, in the year one thousand eight hundred and fifty-nine.

“ And whereas it appears to us, after duly considering the circumstances of the several cases undermentioned to be expedient that the grants respectively recommended to be made by us to the benefices or churches of Barmby Moor, Bothenhampton, Burton Dasset, Cogges, Eighton Banks, Saint Thomas, Glyndyfrdwy, Holy Trinity, Gough-square, Gyffin, Saint Nicholas, Hereford, Kirton-in-Lindsey, Christ Church, Lichfield, Llangar,

Llansantffraid-Glyndyfrdwy, Llanvihangel-Ysceiviog, Saint Michael, Louth, Lubnam, otherwise Lubenham, Moughtrey, otherwise Mochtre, Oxenham, Thurlby, and Ysppyty Ivan, should commence and take effect from the several dates hereinafter mentioned respectively, that is to say, in the case of the vicarage of Barmby Moor, from the twenty-fifth day of March, in the year one thousand eight hundred and sixty-three; in the case of the vicarage of Bothenhampton, from the fifteenth day of July, in the year one thousand eight hundred and sixty-two, in the case of the vicarage of Burton Dasset, from the second day of October, in the year one thousand eight hundred and sixty-two; in the case of the perpetual curacy of Cogges, from the fifth day of December, in the year one thousand eight hundred and sixty-two; in the case of the perpetual curacy of Eighton Banks, from the twelfth day of June, in the year one thousand eight hundred and sixty-three; in the case of the perpetual curacy of Saint Thomas, Glyndyfrdwy, from the first day of April, in the year one thousand eight hundred and sixty-three; in the case of the perpetual curacy of Holy Trinity, Gough-square, from the twenty-fifth day of December, in the year one thousand eight hundred and sixty-two; in the case of the perpetual curacy of Gyffin, from the twenty-eighth day of May, in the year one thousand eight hundred and sixty-two; in the case of the rectory of Saint Nicholas, Hereford, from the twenty-eighth day of August, in the year one thousand eight hundred and sixty; in the case of the vicarage of Kirton-in-Lindsey, from the twenty-first day of June, in the year one thousand eight hundred and fifty-nine; in the case of the perpetual curacy of Christ Church, Lichfield, from the fourth day of December, in the year one thousand eight hundred and sixty-two; in the case of the rectory of Llangar, from the twelfth day of March, in the year one thousand eight hundred and sixty-one; in the case of the rectory of Llansantffraid-Glyndyfrdwy, from the twelfth day of March, in the year one thousand eight hundred and sixty-one; in the case of the perpetual curacy of Llanvihangel-Ysceiviog, from the twenty-eighth day of May, in the year one thousand eight hundred and sixty-two; in the case of the perpetual curacy of Saint Michael, Louth, as from the twenty-eighth day of July, in the year one thousand eight hundred and sixty-three; in the case of the vicarage of Lubnam, otherwise Lubenham, from the eleventh day of April, in the year one thousand eight hundred and sixty-three; in the case of the perpetual curacy of Moughtrey, otherwise Mochtre, from the eighth day of June, in the year one thousand eight hundred and sixty-three; in the case of the vicarage of Oxenham, from the seventeenth day of June, in the year one thousand eight hundred and sixty-three; in the case of the perpetual curacy of Thurlby, from the sixth day of April, in the year one thousand eight hundred and sixty-one; and in the case of the perpetual curacy of Ysppyty Ivan, from the twelfth day of March, in the year one thousand eight hundred and sixty-one.

“ Now, therefore, we humbly recommend and propose that the several grants hereinbefore recommended by us to be made to the said last-mentioned benefices or churches respectively, shall commence and take effect from the said dates hereinbefore in that behalf mentioned respectively.

“ And we further recommend and propose that nothing herein contained shall prevent us from recommending and proposing any other measures relating to the matters aforesaid, or any of them, in accordance with the provisions of the said Acts, or of either of them, or of any other Act of Parliament.

" FIRST SCHEDULE.

| Name and Quality of Benefice or Church. | County. | Diocese. | Annual Grant by Commissioners. |
|--|-------------------------|---------------------------|--------------------------------|
| Acklam, East, V. | York | York | £ 63 |
| Ashted, Saint James, P.C. | Warwick | Worcester | 128 |
| Aylesbury, V. | Buckingham | Oxford | 160 |
| Bermondsey, Saint James, P.C. | Surrey | Winchester | 124 |
| Birmingham, Saint Matthias, P.C. | Warwick | Worcester | 165 |
| Bradford, Saint John the Evangelist, P.C. | York | Ripon | 65 |
| Bratton, P.C. | Wilts | Salisbury | 300 |
| Breaston, P.C., with Risley, P.C. | Derby | Lichfield | 156 |
| Brightside, P.C. | York | York | 73 |
| Brookthorpe, V., with Whaddon, P.C. | Gloucester | Gloucester and Bristol | 19 |
| Burntwood, Christ Church, P.C. | Stafford | Lichfield | 162 |
| Caddington, V. | Bedford and Hertford | Ely | 56 |
| Camden Town, P.C. | Middlesex | London | 67 |
| Compton Dundon, V. | Somerset | Bath and Wells | 80 |
| Corringham, V. | Lincoln | Lincoln | 56 |
| Cropwell, Bishop, V. | Nottingham | Lincoln | 129 |
| Devonport, Saint Paul, P.C. | Devon | Exeter | 115 |
| Dilton's Marsh, P.C. | Wilts | Salisbury | 160 |
| Ealing, Saint George, or Old Brentford, P.C. | Middlesex | London | 150 |
| Eighton Banks, Saint Thomas, P.C. | Durham | Durham | 150 |
| Elswick, High, Saint Paul, P.C. | Northumberland | Durham | 70 |
| Hampton Bishop, R. | Hereford | Hereford | 100 |
| Hartlepool, West, Christchurch, P.C. | Durham | Durham | 55 |
| Hereford, Saint Nicholas; R. | Hereford | Hereford | 16 |
| Islington, Saint Andrew, Thornhill-square, P.C. | Middlesex | London | 68 |
| Kentish Town, Saint John the Baptist, P.C. | Middlesex | London | 67 |
| Lambeth, Saint Mary the Less, P.C. | Surrey | Winchester | 44 |
| Landkey, P.C., cum Swimbridge, P.C. | Devon | Exeter | 140 |
| Liverpool, Saint Mary Magdalene, P.C. | Lancaster | Chester | 232 |
| Liverpool, Saint Matthias, P.C. | Lancaster | Chester | 144 |
| Liverpool, Saint Stephen, P.C. | Lancaster | Chester | 168 |
| Elangyfelach, V. | Glamorgan | Saint David's | 142 |
| Louth, Saint Michael, P.C. | Lincoln | Lincoln | 200 |
| Market Weighton, V., with Shipton, C. | York | York | 140 |
| Newcastle-upon-Tyne, All Saints, P.C. | Northumberland | Durham | 115 |
| Oxton, V. | Nottingham | Lincoln | 126 |
| Poplar, Christ Church, P.C. | Middlesex | London | 122 |
| Sandiacre, P.C. | Derby | Lichfield | 200 |
| Sawley, V., with Long Eaton, C. | Derby | Lichfield | 204 |
| Shadforth, P.C. | Durham | Durham | 80 |
| Sheffield, Saint George, P.C. | York | York | 5 |
| Southwark, Holy Trinity, P.C. | Surrey | Winchester | 111 |
| Thrupton, R., with Kingstone, V. | Hereford | Hereford | 17 |
| Wednesbury, V. | Stafford | Lichfield | 55 |
| Whitechapel, Saint Mary, R. | Middlesex | London | 130 |
| Wilne, P.C. | Derby | Lichfield | 217 |
| York, Saint Michael le Belfrey, P.C. | York | York | 105 |

" SECOND SCHEDULE.

" EXTRACT from the Award for inclosing certain lands situate within the Parish of Barmby Moor, dated 20th September, 1783.

" We do set out, allot, and award unto the Reverend John Fountayne, D.D., Dean of York, and his successors, for the time being, thirty-nine acres of land, more or less, parcel of the common or great pasture of Barmby upon the Moor aforesaid, bounded by lands last herein awarded to the said John Clough, towards the north; by lands awarded to Jane Wilner, and by a private road, towards the east; by lands herein awarded to Robert Smith, towards the south; and by the Stamford-bridge-road, towards the west. And we do order and direct that the said John Fountayne and his successors shall, for ever hereafter, sufficiently maintain the ditches and fences on the north side, west end of this allotment, and the east end thereof against the private road.

" THIRD SCHEDULE.

| No. on Tithe Map of the Parish of Bothenhampton. | Occupier. | Description. | Quality. | Quantity. |
|--|--------------------|--|-------------|--------------------|
| 211 | William Spiller... | Tithing plot | Arable ... | A. R. P. 0 3 19 |
| 214 | Ditto | Farmhouse, barn, buildings, and orchard | Orchard ... | 1 2 5 |
| 256 | Ditto | Rolls plot | Arable ... | 1 1 38 |
| 257 | Ditto | Batthays | Arable ... | 4 0 36 |
| | | | | 8 0 18 |

" FOURTH SCHEDULE.

" EXTRACT from the Summary of the apportionment of the Rent Charge in lieu of Tithes in the Townships of Bonwm, Carwg, Mwstwr, and Tir Llanerch, in the Parish of Corwen, in the County of Merioneth.

| Landowners. | Occupiers. | Total Quantities. | Total Rent Charge payable to Rector. |
|-----------------------------------|--------------------------|----------------------|--------------------------------------|
| Griffith Howell Vaughan, Esq. ... | Powell Jones | A. R. P. 147 3 22 | £ s. d. 5 5 0 |
| | John Clarke | 221 2 11 | 7 0 0 |
| | Richard Jones | 3 1 37 | 0 2 0 |
| | Elizabeth Roberts | 111 0 21 | 5 10 0 |
| | Edward Jones | 176 3 31 | 1 19 0 |
| | Morris Roberts | 287 3 4 | 2 16 0 |
| | Humphrey Parry | 40 1 36 | 1 8 6 |
| | | 14 1 2 | 0 9 6 |
| | John Jones | 18 1 24 | 0 14 0 |
| | Richard Jones | 28 2 34 | 1 12 0 |
| | | 65 3 21 | 2 1 6 |
| | David Jones | 49 1 13 | 1 16 6 |
| | John Jones | 28 3 39 | 2 7 0 |
| | | 60 3 13 | 2 12 0 |
| | John Jones | 7 1 4 | 0 2 6 |
| | William Hughes | 4 2 37 | 0 5 0 |
| | John Jones | 6 0 24 | 0 7 0 |
| | Thomas Jones | 9 0 5 | 0 18 0 |
| | | 33 0 35 | 1 19 0 |
| | Evan Evans | 67 1 12 | 2 12 0 |
| | Richard Jones | 121 3 7 | ... |
| | | 11 2 38 | 0 11 6 |
| | David Jones | 21 0 30 | 1 9 6 |
| | Richard Jones | 21 0 24 | 1 4 0 |
| | Thomas Lloyd | 20 1 20 | 0 19 0 |
| John Jones | 82 1 32 | 2 13 6 | |
| Thomas Phillips | 39 0 22 | 2 18 0 | |
| Thomas Jones | 40 3 11 | 3 17 6 | |
| Griffith Howell Vaughan, Esquire | 146 0 2 | 0 16 0 | |
| John Jones, of Pen-y-bout ... | Samuel Davies | 96 3 12 | 2 10 6 |
| | Evan Evans | 7 3 28 | 0 14 0 |
| Edward Jones | William Jones | 16 3 17 | 2 4 6 |
| Edward Parry | Peter Jones | 63 3 2 | 4 5 0 |
| Richard Venables Kirke, Esquire | Hugh Hughes | 137 0 4 | 8 5 6 |
| | Robert Roberts | 10 3 10 | 0 16 0 |
| | Edward Roberts | 36 1 19 | 2 15 0 |
| | Robert Roberts | 25 0 9 | 0 17 6 |
| Edward Roberts | Edward Roberts | 38 3 22 | 1 19 0 |
| Richard Edwards | Edward Evans | 57 0 5 | 2 19 0 |
| Edward Jones | David Roberts | 81 3 9 | 4 2 0 |
| Edward Jones | Edward Jones | 61 2 33 | 2 14 0 |
| Thomas Jones | John Lloyd | 25 1 38 | 0 18 0 |
| John Jones, of Llansilio ... | William Jones | 32 0 35 | 1 17 6 |
| Edward Hughes | Thomas Jones | 70 2 1 | 4 7 0 |
| David Jones | Edward Edwards | 59 1 4 | 2 19 0 |
| | Edward Lloyd | 2 1 8 | 0 2 0 |
| John Jones | John Morris | 1 3 36 | 0 1 0 |

| Landowners. | Occupiers. | Total Quantities. | | | Total Rent Charge payable to Rector. | | |
|---------------------------------|-----------------------|-------------------|----|----|--------------------------------------|----|----|
| | | A. | R. | P. | £ | s. | d. |
| Lord Robert Ponsonby Soltentown | Thomas Hughes | 10 | 3 | 3 | 0 | 13 | 0 |
| Reverend William Lewis | Robert Roberts | 45 | 1 | 28 | 1 | 5 | 0 |
| John Humphreys | William Lloyd | 103 | 3 | 24 | 2 | 9 | 6 |
| John Jones, of Killanerch | Thomas Evans | 8 | 2 | 18 | 0 | 6 | 6 |
| | Thomas Jones | 118 | 3 | 30 | 3 | 1 | 0 |
| | William Jones | 58 | 2 | 19 | 1 | 11 | 6 |
| | Thomas Jones | 18 | 2 | 32 | 1 | 7 | 0 |
| David Davies' | John William | 13 | 0 | 1 | 0 | 15 | 0 |
| | Humphrey Jones | 27 | 2 | 9 | 1 | 1 | 6 |
| | | | | | £113 | 2 | 0 |

" FIFTH SCHEDULE.

"EXTRACT from the Summary of the Apportionment of the Rent Charge in lieu of Tithes, in the Parish of Llangar, in the County of Merioneth.

| Landowners. | Occupiers. | Total Quantities. | | | Total Rent Charge payable to Rector and Vicar of Corwen in equal moieties. | | |
|---|-----------------------|-------------------|----|----|--|----|----|
| | | A. | R. | P. | £ | s. | d. |
| Reverend Robert Townsend Passingham... | John Jones... .. | 14 | 1 | 21 | 2 | 1 | 6 |
| | Morris Thomas | 125 | 2 | 19 | 10 | 19 | 0 |
| | David Humphreys... .. | 83 | 2 | 13 | 8 | 0 | 0 |
| Griffith Howell Vaughan, Esquire | John Humphreys | 58 | 3 | 38 | 10 | 4 | 2 |
| | John Roberts | 24 | 3 | 8 | 1 | 11 | 6 |
| | John Jones... .. | 51 | 1 | 34 | 2 | 3 | 10 |
| | | | | | £35 | 0 | 0 |

" SIXTH SCHEDULE.

"EXTRACT from the Summary of the Apportionment of the Rent Charge in lieu of Tithes, in the Townships of Morfydd Bodolas and Ragatt, in the Parish of Corwen, in the County of Merioneth.

| Landowners. | Occupiers. | Total Quantities. | | | Total Rent Charge payable to Rector. | | | |
|---|--|----------------------|----|----|--------------------------------------|----|----|---|
| | | A. | R. | P. | £ | s. | d. | |
| Griffith Howell Vaughan, Esquire | Ann Evans | 1 | 0 | 10 | 0 | 1 | 0 | |
| | David Walmsley | 59 | 1 | 32 | 2 | 11 | 6 | |
| | Hugh Hughes | 128 | 0 | 39 | 3 | 2 | 0 | |
| | John Jones | 70 | 3 | 30 | 2 | 14 | 6 | |
| | Thomas Price | 34 | 0 | 4 | 2 | 13 | 0 | |
| | Thomas Jones | 46 | 1 | 14 | 2 | 12 | 0 | |
| | Jane Jones | 25 | 3 | 24 | 1 | 17 | 6 | |
| | Ellis Lloyd | 13 | 3 | 1 | 0 | 19 | 6 | |
| | Richard Williams | 29 | 3 | 2 | 3 | 0 | 0 | |
| | John Jones | 31 | 0 | 5 | 2 | 10 | 0 | |
| | Hugh Price | 14 | 1 | 10 | 1 | 6 | 6 | |
| | Anne Jones | 148 | 3 | 3 | 5 | 7 | 0 | |
| | John Jones, of Pen-y-bout | Robert Jones | 29 | 1 | 25 | 1 | 2 | 6 |
| | The Representatives of the late Sarah Hughes | David Edwards | 47 | 2 | 9 | 2 | 3 | 6 |
| John Jones, of Killanerch | Edward Edwards | 37 | 3 | 1 | 1 | 10 | 6 | |
| David Davies | David Davies | 54 | 3 | 23 | 2 | 18 | 0 | |
| William Evans, Esquire | Thomas Davies... .. | 40 | 0 | 26 | 2 | 0 | 0 | |
| John Davies, Esquire... .. | David Davies | 161 | 1 | 20 | 6 | 6 | 6 | |
| | John Evans | 100 | 2 | 27 | 2 | 18 | 6 | |
| John Lloyd Salisbury, Esquire | Morris Roberts... .. | 7 | 2 | 0 | 0 | 3 | 6 | |
| Edward Lloyd, Esquire | Edward Lloyd, Esquire | 317 | 2 | 14 | 4 | 14 | 0 | |
| | | | | | £52 | 11 | 6 | |

"SEVENTH SCHEDULE.

"EXTRACT from the Summary of the Apportionment of the Rent Charge in lieu of Tithes in the Township of Gwerni Hywell, in the Parish of Corwen, in the County of Denbigh.

| Landowners. | Occupiers. | Total Quantities. | | | Total Rent Charge payable to Rector. | | |
|--|-------------------------|-------------------|----|----|--------------------------------------|----|----|
| | | A. | R. | P. | £ | s. | d. |
| John Jones, Esquire | Thomas Jones | 237 | 3 | 24 | 12 | 4 | 0 |
| | Robert Jones | 85 | 1 | 24 | 5 | 5 | 0 |
| | Evan Lloyd | 44 | 1 | 5 | 1 | 15 | 0 |
| David Davies | William and Henry Jones | 144 | 1 | 17 | 6 | 6 | 0 |
| | Peter Lloyd | 95 | 1 | 8 | 6 | 3 | 0 |
| Reverend Rees Evans | John Lloyd | 97 | 3 | 17 | 3 | 4 | 0 |
| Reverend John Evans | Evan Jones | 4 | 0 | 0 | 0 | 2 | 0 |
| Price Jones, Esquire | Alice Pierce | 1 | 2 | 24 | 0 | 3 | 0 |
| Sir William Wynn, Knight | Elizabeth Jones | 10 | 0 | 10 | 0 | 18 | 0 |
| Reverend John Parry Jones Parry | | | | | £36 | 0 | 0 |

"EIGHTH SCHEDULE.

"All that close or parcel of meadow or pasture land situate and being in the parish of Kirton-in-Lindsey aforesaid, commonly called or known by the name of the Willow Close, together with the messuage and buildings thereon, formerly said to contain, by estimation, two acres and two roods more or less, but by admeasurement found to contain two acres and twenty-two perches, which said lands and hereditaments are bounded by public highways on the east, west, and south sides, and by the churchyard of the said parish of Kirton-in-Lindsey on the north side, and were conveyed to the Ecclesiastical Commissioners for England by a certain deed bearing date the twenty-first day of June, in the year one thousand eight hundred and fifty-nine, and made between Thomas Skinner and the said Ecclesiastical Commissioners for England, save and except so much of the said close comprising seven hundred and twenty square yards, or thereabouts, as has since been sold as an addition to the churchyard of the said parish; and also save and except a certain barn standing on the west side of the same close, and recently conveyed by the said Ecclesiastical Commissioners for England to the Reverend John Francis Stuart, Clerk, his heirs and assigns.

"NINTH SCHEDULE.

"EXTRACT from the Summary of the Apportionment of the Rent Charge in lieu of Tithes in the Township of Monk Heselden, in the Parish of Monk Heselden, in the County of Durham.

| Landowners. | Quantities in Statute Measure. | Rent Charge payable to the Lord Bishop of Chester, as Prebendary of the First Prebend or Canonry in the Cathedral of Durham. | | | | | |
|-------------------------------|--------------------------------|--|----|----|---|----|----|
| | | A. | R. | P. | £ | s. | d. |
| Cleveland, the Duke of | 682 2 26 | | | | 2 | 0 | 0 |

"TENTH SCHEDULE.

"All that piece of land containing three acres, two roods, and sixteen perches or thereabouts, situate at the Three Ashes, in the parish of Oxenhall, in the county of Gloucester, being parcel of a close there called Corvells, and numbered 384 on the tithe commutation map, of the same parish, which said piece or parcel of land is bounded on the north-west by the parsonage garden and glebe belonging to the incumbent of the said parish, on the west and south by land belonging to the representatives of the late Thomas Cadle, deceased, on the east by land belonging to Mrs. Cow-meadow, and on the north by land belonging to John Tranter.

"ELEVENTH SCHEDULE.

| No. on Title Map of the parish of Thurby. | Description. | Quantity. | | |
|---|--------------------------|-----------|----|----|
| | | A. | R. | P. |
| 321 | Garden | 0 | 1 | 26 |
| 322 | House and Paddock | 1 | 1 | 39 |
| | | 1 | 3 | 25 |

"TWELFTH SCHEDULE.

"EXTRACT from the Summary of the Apportionment of the Rent Charge in lieu of Tithes in the Parish of Dymorchion, otherwise Tremorchion, in the County of Flint.

| Landowners. | Total Quantities. | | | Total Rent Charge payable to Appropriator. |
|---|-------------------|----|----|--|
| | A. | R. | P. | £ s. d. |
| Chambers, Thomas | 35 | 1 | 17 | 3 1 8 |
| Clough, Richard Butler, Esquire, and Janet Williams ... | 28 | 3 | 7 | 0 17 2 |
| Harrison, Thomas, Esquire | 30 | 2 | 2 | 3 5 5 |
| Hilditch, William | 1 | 3 | 27 | 0 3 5 |
| Jones, Mr. Edward | 3 | 2 | 34 | 0 5 10 |
| Jones, Edward | 0 | 1 | 37 | 0 0 3 |
| Jones, Miss Mary | 34 | 0 | 7 | 2 13 7 |
| Jones, Miss Mary, Mrs. Brown, and the Reverend Edward Roberts | 30 | 0 | 3 | 3 3 10 |
| Lythgoe, Reverend Francis | 66 | 2 | 33 | 3 2 1 |
| Mostyn, Robert John, Esquire | 77 | 0 | 27 | 5 14 4 |
| Oldfield, Edward, Esquire | 21 | 0 | 14 | 1 0 1 |
| Parry, Thomas Parry Jones, Esquire | 33 | 2 | 29 | 7 4 0 |
| Poor of Saint Asaph | 6 | 1 | 22 | 0 11 2 |
| Salisbury, Mrs. Sarah | 90 | 0 | 12 | 6 3 6 |
| Saint Asaph, the Lord Bishop of | 0 | 1 | 10 | 0 0 3 |
| Trustees of Denbigh Charity School | 36 | 2 | 5 | 0 0 6 |
| Vaughan, William | 31 | 2 | 8 | 2 10 2 |
| Williams, Mr. John | 45 | 2 | 1 | 4 19 11 |
| Williams, Mrs. Elizabeth | 1 | 3 | 31 | 0 6 4 |
| Williams, Thomas | 1 | 1 | 0 | 0 4 0 |
| Wynne, John Lloyd, Esquire, and the Reverend John Boulger | 301 | 3 | 22 | 20 5 10 |
| Sir John Salisbury Piozzi, Salisbury Rectorial Glebe ... | 3 | 0 | 30 | 0 19 6 |
| | | | | £66 14 10 |

"THIRTEENTH SCHEDULE.

"All those five pieces or parcels of land situate at Chardstock aforesaid, which are delineated on the plan annexed to a certain deed of conveyance bearing date the thirty-first day of December, in the year one thousand eight hundred and sixty-one, and made between the Reverend James Gram Brine, Clerk, and the Ecclesiastical Commissioners for England, and which said pieces or parcels of land are set out and described in the schedule to the same deed, as follows; videlicet:

| No. on Plan. | Description. | Quantity. | | |
|--------------|---------------------------|-----------|----|----|
| | | A. | R. | P. |
| 48 | East Field | 1 | 3 | 8 |
| 49 | | 1 | 3 | 13 |
| 52 | | 1 | 2 | 32 |
| 53 | West Field | 1 | 2 | 30 |
| 59 | | 0 | 1 | 8 |
| | Home Meadow Corner | | | |
| | | 7 | 1 | 11 |

"All that piece or parcel of land, containing by admeasurement three acres and three roods, situate in the parish of Chardstock aforesaid, bounded on the north by the road leading from Alston to Smallbridge, on the east by a road or lane leading from the last-named road to , on the west in part by an old inclosure numbered on the tithe apportionment map of the said parish of Chardstock, and on other part by a piece or parcel of land, containing by admeasurement two roods and sixteen perches, belonging to Thomas Clarke or his assigns, and on the south by an old inclosure numbered on the said tithe apportionment map, which said pieces or parcels of land are delineated in the plan to a certain deed of conveyance, bearing date the eighth day of November, in the year one thousand eight hundred and sixty-two, and made between William Rawlins and the Ecclesiastical Commissioners for England.

"FOURTEENTH SCHEDULE.

"EXTRACT from the Summary of the Apportionment of the Rent Charge in lieu of Tithes, in the Parish of Cilcen, in the County of Flint.

| Landowners. | Occupiers. | Total Quantities. | | | Total Rent Charge formerly payable to Vicar. | | | Total Rent Charge payable to Sinecure Rector. | | |
|--|--------------------|-------------------|----|----|--|-----|-----|---|----|----|
| | | A. | R. | P. | £ | s. | d. | £ | s. | d. |
| Edwards, Frances Mostyn, Spinster ... | Ezekiel Lloyd ... | 143 | 0 | 7 | 7 | 10 | 2 | 13 | 6 | 4 |
| | William Williams | 84 | 1 | 35 | 4 | 15 | 6 | 8 | 9 | 0 |
| Potts, Charles, Esquire... | Peter Jones ... | 82 | 0 | 8 | 4 | 0 | 0 | 7 | 2 | 0 |
| Parry, Price, Gentleman | William Griffiths | 113 | 1 | 7 | ... | ... | ... | 9 | 5 | 3 |
| Potts, Charles, Esquire... | Robert Ellis ... | 3 | 2 | 7 | ... | ... | ... | 0 | 3 | 5 |
| Roberts, Gabriel, Esquire | William Jones ... | 0 | 3 | 11 | ... | ... | ... | 0 | 0 | 6 |
| Witter, Samuel ... | Margaret Jones ... | 10 | 2 | 26 | ... | ... | ... | 1 | 11 | 0 |
| Williams, Thomas Molyneux, Esquire ... | Robert Goodwin | 15 | 1 | 39 | ... | ... | ... | 1 | 12 | 6 |
| | John Davies ... | 9 | 2 | 32 | ... | ... | ... | 0 | 19 | 9 |
| | Mary Powell ... | 86 | 1 | 38 | ... | ... | ... | 6 | 4 | 4 |
| | John Simon ... | 6 | 1 | 32 | ... | ... | ... | 0 | 17 | 3 |
| | Robert Williams | 3 | 2 | 7 | ... | ... | ... | 0 | 5 | 7 |
| | Peter Lloyd ... | 38 | 0 | 33 | ... | ... | ... | 4 | 13 | 2 |
| | Thomas Griffiths | 94 | 1 | 19 | ... | ... | ... | 6 | 1 | 3 |
| | | | | | £16 | 5 | 8 | £60 | 11 | 4 |

"FIFTEENTH SCHEDULE.

"All that plot of land containing three acres and fifteen perches, situate in the parish of C in the county of Oxford, bounded on the north-west partly by land belonging to John Early, Esquire and partly by land belonging to Mr. Williams, on the north-east or north in part by the high road from Witney to Oxford, and in other parts by land belonging to Mr. Williams and to Mr. Basson, on the south-east partly by a brook known as the north field watercourse, and partly by land of the late George Grenville Harcourt, Esquire, and on the south or south-west by land of John Taylor, Esquire, which said plot of land is delineated in the plan to a certain deed of conveyance, bearing date the fifth day of December, in the year one thousand eight hundred and sixty-two, and made between George Brown and others and the Ecclesiastical Commissioners for England.

"SIXTEENTH SCHEDULE.

"PART I.

"EXTRACT from the Summary of the Apportionment of the Rent Charge in lieu of Tithes in the Township of Flixton, in the parish of Flixton, in the county of Lancaster.

| Landowners. | Occupiers. | Total Quantities. | | | Total Rent Charge. | | |
|--------------------------------|----------------------------|-------------------|----|----|--------------------|----|-----------------|
| | | A. | R. | P. | £ | s. | d. |
| Atkinson, Joseph, Executors of | Warburton, Thomas ... | 67 | 1 | 19 | 9 | 15 | 0 $\frac{3}{4}$ |
| Armitt, William and James ... | Gilbody, Peter, and others | 0 | 1 | 10 | 0 | 0 | 8 $\frac{1}{2}$ |
| Barlow, Neddy ... | Himself and others ... | 11 | 3 | 32 | 1 | 14 | 4 $\frac{1}{4}$ |
| Barlow, John ... | Himself ... | 43 | 0 | 5 | 6 | 2 | 4 $\frac{3}{4}$ |
| Bent, Henry ... | Himself ... | 6 | 1 | 22 | 0 | 17 | 0 $\frac{1}{4}$ |
| Bent, Henry, jun. ... | Himself ... | 2 | 1 | 38 | 0 | 7 | 2 $\frac{1}{4}$ |
| Bentley, Paul ... | Himself and another ... | 0 | 1 | 23 | 0 | 1 | 1 $\frac{1}{2}$ |
| Booth, James ... | Himself and others ... | 3 | 3 | 16 | 0 | 10 | 8 $\frac{1}{2}$ |
| Brundrett, Robert ... | Barlow, Samuel, and others | 20 | 2 | 1 | 2 | 17 | 9 |
| Burton's, William, Executors | Garside, James ... | 26 | 3 | 10 | 3 | 17 | 7 $\frac{1}{2}$ |

| Landowners. | Occupiers. | Total Quantities. | | | Total Rent Charge. | | |
|----------------------------------|-------------------------------------|-------------------|----|----|---------------------------------------|----|--------------------------------|
| | | A. | R. | P. | £ | s. | d. |
| Collier, Josiah | Himself | 50 | 0 | 15 | 7 | 5 | 0 ¹ / ₄ |
| Coupe, Edmund | Himself and others | 97 | 2 | 39 | 14 | 0 | 8 ³ / ₄ |
| Coupe, James | Himself | 8 | 3 | 10 | 1 | 5 | 6 ¹ / ₄ |
| Coupe, Richard | Upton, John | 26 | 2 | 9 | 3 | 16 | 10 ³ / ₄ |
| Cave, The Rev. Astley Cave Brown | Himself | 3 | 3 | 0 | 0 | 10 | 10 ¹ / ₄ |
| Clark, The Reverend | Whitehead, John, and another | 6 | 1 | 30 | 0 | 18 | 7 ³ / ₄ |
| Daine, Peter | Daine, Stretshell | 28 | 1 | 35 | 4 | 0 | 4 ¹ / ₂ |
| Derbyshire, Thomas | Himself | 33 | 0 | 1 | 4 | 14 | 2 |
| Fogg, William | Watmough, W., and others... .. | 59 | 2 | 17 | 8 | 10 | 8 ¹ / ₂ |
| Fogg, Lawrence | Himself and others | 9 | 3 | 33 | 1 | 8 | 10 |
| Greaves, John | Royle, James | 23 | 2 | 28 | 3 | 8 | 6 ³ / ₄ |
| Harper, James | Himself and others | 6 | 2 | 39 | 0 | 19 | 7 ³ / ₄ |
| Hall, Henry | Lowe, Peter... .. | 2 | 0 | 10 | 0 | 5 | 11 ¹ / ₂ |
| Haywood's, Peter, Executors... | Barlow, Richard | 30 | 0 | 10 | 4 | 7 | 0 ¹ / ₄ |
| Irwell Navigation Company ... | Booth, Thomas, and others | 52 | 2 | 10 | 4 | 13 | 3 ³ / ₄ |
| Johnson, John... .. | Himself and another | 3 | 1 | 9 | 0 | 8 | 10 ¹ / ₂ |
| Johnson, Betty and John | Themselves | 3 | 0 | 0 | 0 | 8 | 8 ³ / ₄ |
| Jones, William | Himself and others | 3 | 0 | 34 | 0 | 8 | 3 ³ / ₄ |
| Kidd, The Rev. Joseph John ... | Barlow, Richard | 22 | 0 | 25 | 3 | 4 | 1 ³ / ₄ |
| Knowles, John, jun. | Kay, James | 0 | 2 | 27 | 0 | 1 | 11 ¹ / ₄ |
| Ligo, William | Lowe Ann | 6 | 2 | 25 | 0 | 19 | 3 ¹ / ₄ |
| Lord, Robert | Hill, James, and others | 5 | 3 | 23 | 0 | 15 | 10 ³ / ₄ |
| Morton, Ann and Mary | Bennett, George, and others | 0 | 1 | 16 | 0 | 0 | 8 ³ / ₄ |
| Mason, Joseph | Aldred's, Thomas, Executors | 18 | 0 | 39 | 2 | 12 | 9 ³ / ₄ |
| Morreys, Robert J. Jackson ... | Himself | 15 | 2 | 0 | 2 | 4 | 10 ³ / ₄ |
| Norbury, Bradford, Esq. | Himself | 25 | 1 | 14 | 3 | 12 | 2 ¹ / ₂ |
| Peers, John | White, James, and others | 3 | 3 | 18 | 0 | 11 | 2 ³ / ₄ |
| Pass, William | Pennington, Joseph, and another ... | 0 | 1 | 2 | 0 | 0 | 6 ³ / ₄ |
| Ridehalgh, G. L., Esq. | Booth, James, and others | 192 | 1 | 37 | 27 | 15 | 0 ³ / ₄ |
| Rogers, William | Coupe, Richard, and Taylor, William | 33 | 2 | 10 | 4 | 16 | 4 ³ / ₄ |
| Royle, Charles... .. | Himself and another | 1 | 0 | 8 | 0 | 3 | 0 ³ / ₄ |
| Royle, Thomas, Executors ... | Royle, Charles | 6 | 1 | 2 | 0 | 18 | 1 ³ / ₄ |
| Royle, John | Himself | 0 | 1 | 4 | 0 | 0 | 9 ³ / ₄ |
| Reed, Sir John | Himself | 1 | 0 | 14 | 0 | 3 | 1 ³ / ₄ |
| Reed, William... .. | Royle, George | 11 | 2 | 15 | 1 | 13 | 6 ³ / ₄ |
| Rogers, Thomas | Upton, John, and others | 51 | 0 | 28 | 7 | 8 | 2 ¹ / ₄ |
| Shawcross, James | Himself | 43 | 0 | 39 | 6 | 3 | 10 ³ / ₄ |
| Shawcross, Betty | Herself | 1 | 1 | 17 | 0 | 3 | 11 ¹ / ₄ |
| Stott, John | Jones, William, and others | 0 | 2 | 1 | 0 | 1 | 1 ³ / ₄ |
| Taylor, James | Himself | 17 | 3 | 10 | 2 | 11 | 6 ³ / ₄ |
| Taylor, John | Himself and another | 0 | 1 | 2 | 0 | 0 | 8 ³ / ₄ |
| Taylor, Robert | Wood, John | 7 | 0 | 34 | 1 | 0 | 7 ³ / ₄ |
| Taylor, Samuel | Hixon, Ephraim | 4 | 1 | 28 | 0 | 12 | 9 ³ / ₄ |
| Taylor, James | John Johnson and others | 22 | 1 | 9 | 3 | 4 | 0 ³ / ₄ |
| Taylor, Thomas | Himself and others | 46 | 0 | 36 | 6 | 12 | 10 ³ / ₄ |
| Turner, James | Himself | 7 | 0 | 15 | 1 | 0 | 6 ¹ / ₄ |
| Trafford, Sir Thomas De | Valentine, George | 2 | 3 | 9 | 0 | 8 | 1 ³ / ₄ |
| Valentine, Joseph | Carter, Thomas, and another | 0 | 1 | 12 | 0 | 0 | 8 ³ / ₄ |
| Union of the Sick Societies ... | Howarth, George, and others | 0 | 1 | 28 | 0 | 0 | 8 ³ / ₄ |
| Walker, Josiah | Stott, John | 46 | 3 | 4 | 6 | 14 | 11 ³ / ₄ |
| Warburton, Christiana | Clarke, William, and others | 8 | 0 | 0 | 1 | 1 | 7 ¹ / ₂ |
| Warburton's, William, Executors | Upton, David | 25 | 2 | 22 | 3 | 14 | 0 ¹ / ₄ |
| Whitehead, John | Himself | 9 | 2 | 15 | 1 | 7 | 9 ¹ / ₄ |
| Wood, Samuel | Himself and others | 13 | 2 | 17 | 1 | 13 | 6 ¹ / ₂ |
| Wood, John | Himself | 14 | 3 | 36 | 2 | 3 | 4 ¹ / ₄ |
| Williamson's, Thomas, Executors | Themselves and others | 0 | 3 | 16 | 0 | 2 | 5 ¹ / ₂ |
| Wright Lee Wright | Himself and others | 53 | 1 | 36 | 7 | 13 | 11 |
| Wright, Ralph | Taylor, Thomas, and another | 25 | 1 | 32 | 3 | 13 | 8 ¹ / ₄ |
| Wright, Richard | Barlow, Samuel, and another | 11 | 1 | 31 | 1 | 13 | 1 ¹ / ₂ |
| Walkden, Peter John | Barlow, Richard, and another | 81 | 0 | 22 | 11 | 14 | 2 ¹ / ₂ |
| Walkden, Ellen | Herself and others | 2 | 2 | 13 | 0 | 7 | 2 ¹ / ₂ |
| Wishaw, Thomas | Himself and others | 0 | 1 | 19 | 0 | 0 | 10 ³ / ₄ |
| Warrington, Earl of Stamford | Unsworth, Thomas | 1 | 2 | 28 | 0 | 4 | 10 ³ / ₄ |
| Parish of Flixton | Cave, the Rev. A. C. B. | 1 | 1 | 36 | 0 | 1 | 10 ³ / ₄ |
| | | | | | £209 12 4 ³ / ₄ | | |

"EXTRACT from the Summary of the Apportionment of the Rent Charge in lieu of Tithes, in the township of Urmston, in the parish of Flixton, in the county of Lancaster.

| Landowners. | Total Quantities. | | | Total Rent Charge payable to Appropriator. | | |
|---|-------------------|----|----|--|----|------------------|
| | A. | R. | P. | £ | s. | d. |
| Ridehalgh, George, Esq. | 156 | 1 | 31 | 15 | 18 | 6 |
| Smith, Thomas | 42 | 2 | 37 | 4 | 14 | 4 $\frac{3}{4}$ |
| Stevenson, William, Trustees of | 68 | 3 | 7 | 6 | 17 | 11 $\frac{1}{4}$ |
| Stringer, John | 1 | 1 | 24 | 0 | 3 | 1 $\frac{1}{2}$ |
| Taylor, James | 4 | 0 | 13 | 0 | 9 | 0 |
| Trustees of the Stretford Chapel | 2 | 1 | 2 | 0 | 4 | 6 $\frac{1}{2}$ |
| Trustees of Carrington Chapel | 7 | 2 | 1 | 0 | 16 | 4 $\frac{3}{4}$ |
| Trafford, Sir Thomas Joseph, Baronet | 15 | 0 | 31 | 1 | 6 | 7 $\frac{1}{2}$ |
| Taylor, Samuel | 115 | 3 | 8 | 11 | 17 | 3 |
| Walkden, John, Executors | 47 | 3 | 9 | 4 | 15 | 5 $\frac{3}{4}$ |
| Walker, Josiah | 4 | 3 | 20 | 0 | 10 | 5 $\frac{3}{4}$ |
| Earl of Stamford and Warrington | 0 | 2 | 0 | 0 | 1 | 2 |
| Low, Alfred | 4 | 2 | 0 | 0 | 9 | 6 $\frac{1}{2}$ |
| | | | | £18 | 4 | 5 $\frac{1}{4}$ |

"SIXTEENTH SCHEDULE.

"PART II.

"EXTRACT from the Apportionment of the Rent Charge in lieu of Tithes, in the township of Flixton, in the parish of Flixton, in the county of Lancaster.

| No. on Tithe Map. | Name and Description of Lands and Premises. | State of Cultivation. | Quantities in Statute Measure. | | | Rent Charge payable to Appropriator. | | |
|-------------------|--|-----------------------|--------------------------------|----|----|--------------------------------------|----|------------------|
| | | | A. | R. | P. | £ | s. | d. |
| | The Rev. Spencer Mader, Owner. A. C. Brown, Occupier. | | | | | | | |
| 270 | Brook meadow | Meadow ... | 1 | 1 | 20 | 0 | 3 | 11 $\frac{3}{4}$ |
| 271 | Cow hey | Arable ... | 2 | 2 | 18 | 0 | 7 | 6 $\frac{1}{4}$ |
| | | | 3 | 3 | 38 | £0 | 11 | 6 $\frac{1}{2}$ |

"SEVENTEENTH SCHEDULE.

| Description of Premises. | Date of Lease. | Name of Lessee. | Term. | Rent. |
|--|-------------------|-----------------|-----------------------------------|-------------------|
| All that piece or parcel of land situate on the southern side of Blenheim-road, and on the western side of Cottenham-road, being at the corner of Blenheim-road and Cottenham-road aforesaid, containing in front next Blenheim-road twenty-three feet nine inches, and in depth along Cottenham-road seventy-four feet ten inches, together with the messuage erected thereon, being the corner house of the roads called Cottenham-road and Blenheim-road aforesaid, and being known as No. 1, Blenheim-road | 19th August, 1856 | James Hunt ... | 99 years from 25th December, 1855 | £ s. d. 4 10 0 |

| Description of Premises. | Date of Lease. | Name of Lessee. | Term. | Rent. |
|--|---------------------|-------------------|-----------------------------------|------------------|
| <p>All that piece of land situate on the western side of Upper Cottenham-road aforesaid, containing in front, along the said road, and also at the back, sixteen feet, and in depth seventy-five feet, together with the messuage erected thereon, being the third house from the south-western corner or commencement of the Upper Cottenham-road aforesaid, and being known as No. 6, Upper Cottenham-road</p> | 29th December, 1856 | James Hunt ... | 99 years from 25th December, 1855 | £ s. d. 5 0 0 |
| <p>All that piece of land situate on the western side of Upper Cottenham-road aforesaid, containing in front, along the said road, and also at the back, sixteen feet, and in depth seventy-five feet, together with the messuage erected thereon, being the fourth house from the south-western corner or commencement of Upper Cottenham-road aforesaid, being known as No. 8, Upper Cottenham-road</p> | 30th December, 1856 | James Hunt ... | 99 years from 25th December, 1855 | 5 0 0 |
| <p>All that piece of land situate on the western side of Upper Cottenham-road aforesaid, containing in front, along the said road, and also at the back, sixteen feet, and in depth seventy-five feet, together with the messuage erected thereon, being the seventh house from the south-western corner or commencement of Upper Cottenham-road aforesaid, and being known as No. 14, Upper Cottenham-road</p> | 5th March, 1857 | James Hunt ... | 99 years from 25th December, 1855 | 5 0 0 |
| <p>All that piece of land situate on the western side of Upper Cottenham-road aforesaid, containing in front, along the said road, and also at the back, sixteen feet, and in depth seventy-five feet, together with the messuage erected thereon, being the eighth house from the south-western corner or commencement of Upper Cottenham-road aforesaid, and being known as No. 16, Upper Cottenham-road</p> | 6th March, 1857 | James Hunt ... | 99 years from 25th December, 1855 | 5 0 0 |
| <p>All that piece of ground situate on the northern side of a new road called or-intended to be called Hanley-road West, Upper Holloway, in the parish of Saint Mary, Islington, in the county of Middlesex, containing in front, along the said road, twenty-three feet six inches, and at the back forty-six feet, and in depth, on the eastern side, eleven feet six inches, and in depth, on the western side, one hundred and ten feet, together with the messuage or tenement erected thereon, being the tenth house eastward from Upper Cottenham-road (the corner house inclusive), and known as No. 1, Hanley-road West</p> | 20th March, 1860 | Robert Corrick... | 99 years from 25th December, 1859 | 6 10 0 |

| Description of Premises. | Date of Lease. | Name of Lessee. | Term. | Rent. |
|---|--------------------|------------------|------------------------------------|--------------------------|
| <p>All that piece of ground situate on the northern side of Hanley-road West aforesaid, containing in front, along the said road, and at the back, seventeen feet six inches, and in depth one hundred and ten feet or thereabouts, together with the messuage erected thereon, being the ninth house eastward from Upper Cottenham-road aforesaid (the corner house inclusive), and known as No. 3, Hanley-road West</p> | 21st March, 1860 | Robert Corrick | 99 years from 25th December, 1859 | <p>£ s. d. 6 6 0</p> |
| <p>All that piece of ground situate on the northern side of Hanley-road West aforesaid, containing in front, along the said road, and at the back, seventeen feet ten inches, and in depth one hundred and ten feet or thereabouts, together with the messuage erected thereon, being the eighth house eastward from Upper Cottenham-road aforesaid (the corner house inclusive), and known as No. 5, Hanley-road West</p> | 22nd March, 1860 | Robert Corrick | 99 years from 25th December, 1859 | 6 6 0 |
| <p>All that piece of ground situate on the western side of Upper Cottenham-road aforesaid, bounded on the north by a messuage demised by the said above named James Peachey to Samuel Lansdale, and on the south, by other land of the said James Peachey, and containing in front, along Upper Cottenham-road aforesaid, and in the rear, nineteen feet (including half of each party wall), and in depth seventy-three feet, together with the messuage erected thereon, and known as No. 42, Upper Cottenham-road</p> | 25th June, 1861 | Sarah Briers ... | 96½ years from 25th December, 1860 | 5 15 0 |
| <p>All that piece of ground situate on the western side of Upper Cottenham-road aforesaid, containing in front, along the said road, eighteen feet from and to the middle of each party wall, and at the back eighteen feet, and in depth seventy feet and four inches on the north side, and seventy feet nine inches on the south side, together with the messuage erected thereon, being the second house from the north-western corner, or commencement of the said road, and known as No. 44, Upper Cottenham-road</p> | 14th January, 1859 | Samuel Lansdale | 99 years from 25th December, 1855 | 5 14 0 |
| <p>All that piece of ground situate on the western side of Upper Cottenham-road aforesaid, containing in front, along the said road, eighteen feet five inches (including one moiety of the southern party wall), and at the back eighteen feet, and in depth seventy feet on the north side, and seventy feet four inches on the south side, together with the messuage erected thereon, being the first house from the north-western corner of the said road, and being known as No. 46, Upper Cottenham-road</p> | 14th January, 1859 | Samuel Lansdale | 99 years from 25th December, 1855 | 5 14 0 |

| Description of Premises. | Date of Lease. | Name of Lessee. | Term. | Rent. |
|--|----------------------|--------------------------|------------------------------------|-------------------|
| <p>All that piece of ground situate on the western side of Upper Cottenham-road aforesaid, containing in front thereof, along the said road, from and to the middle of each party wall seventeen feet six inches, and in depth seventy-three feet, together with the messuage erected thereon, being the ninth house from a road, called Blenheim-road (the corner house exclusive), and being known as No. 9, Upper Cottenham-road</p> | 20th September, 1861 | Henry Leonard Hutchinson | 96½ years from 25th December, 1860 | £ s. d. 5 10 0 |
| <p>All that piece of ground situate on the eastern side of a road called Ellenborough-road, containing in front, along Ellenborough-road aforesaid (including one-half of the southern party fence-walls), twenty-five feet four-and-a-half inches at the back, also including one-half of the said party fence-wall twenty-five feet, and in depth seventy-three feet, together with the messuage and coach-house and stable, with workshop over the said messuage thereon erected, being the first house on the eastern side of Ellenborough-road aforesaid, from Blenheim-road aforesaid, and being known as No. 1, Ellenborough-road</p> | 26th August, 1862 | Henry Leonard Hutchinson | 96½ years from 25th December, 1860 | 7 0 0 |
| <p>All that piece of ground situate on the eastern side of Ellenborough-road aforesaid, containing in front, along the said road, from and to the middle of each party wall seventeen feet, and in depth seventy-three feet, together with the messuage erected thereon, and known as No. 3, Ellenborough-road</p> | 26th August, 1862 | Henry Leonard Hutchinson | 96½ years from 25th December, 1860 | 5 0 0 |
| <p>All that piece of ground situate on the eastern side of Ellenborough-road aforesaid, containing in front, along the said road, from and to the middle of each party wall seventeen feet, and in depth seventy-three feet, together with the messuage erected thereon, being the third house from Blenheim-road aforesaid (the corner house exclusive), and being known as No. 5, Ellenborough-road</p> | 29th August, 1862 | Henry Leonard Hutchinson | 96½ years from 25th December, 1860 | 5 0 0 |
| <p>All that piece of ground situate on the eastern side of Ellenborough-road aforesaid, containing in front, along the said road, from and to the middle of each party wall seventeen feet, and in depth seventy-three feet, together with the messuage erected thereon, being the fourth house from Blenheim-road aforesaid (the corner house exclusive), and being known as No. 7, Ellenborough-road</p> | 31st August, 1862 | Henry Leonard Hutchinson | 96½ years from 25th December, 1860 | 5 0 0 |

" EIGHTEENTH SCHEDULE.

" ALL those pieces or parcels of land and hereditaments situate within the parish of Saint Michael, in the city of Lichfield, which are delineated on the plan annexed to a certain deed of conveyance, bearing date the fourth day of December, in the year one thousand eight hundred and sixty-two, and made between the Reverend Robert Cowpland, Clerk, the Perpetual Curate of Weeford, in the said county of Stafford, and diocese of Lichfield, and others; and the Ecclesiastical Commissioners for England; and which said pieces or parcels of land are set out and described in the Schedule to the same deed, videlicet:—

| No. on Title Map of the parish of St. Michael, Lichfield, and on Plan to Conveyance. | Name of Close. | State of Cultivation. | Quantity. | | |
|--|---------------------------|-----------------------|-----------|----|----|
| | | | A. | R. | P. |
| 647 | Close in Poolfield | Arable ... | 0 | 1 | 23 |
| 674 | Ditto | Arable ... | 0 | 2 | 1 |
| 583 | Close in Townfield | Arable ... | 0 | 2 | 19 |
| 583a | Part of ditto | Arable ... | 1 | 1 | 1 |
| | | | 2 | 3 | 4 |

" NINETEENTH SCHEDULE.

" EXTRACT from the Summary of the apportionment of the Rent Charge in lieu of Tithes, in the parish of Gyffin, in the county of Carnarvon.

| Landowners. | Total Quantities. | | | Total Rent Charge payable to Rector. | | |
|---|-------------------|----|----|--------------------------------------|----|----|
| | A. | R. | P. | £ | s. | d. |
| Bulkeley, Sir Richard Williams Bulkeley, Baronet | 701 | 1 | 12 | 123 | 0 | 0 |
| Conway, the Corporation of | 10 | 2 | 30 | 2 | 0 | 10 |
| Cartwright, Mary Sophia | 5 | 3 | 16 | 1 | 8 | 0 |
| Dinorben, the Lord | 19 | 0 | 19 | 3 | 2 | 10 |
| Elias, William, Esq. | 4 | 0 | 0 | 0 | 18 | 2 |
| Evans, Williams, Esq. | 20 | 2 | 28 | 4 | 16 | 0 |
| Ellis, Humphrey | 18 | 3 | 20 | 3 | 7 | 10 |
| Ellis, Jane | 9 | 2 | 32 | 2 | 18 | 9 |
| Gyffin Parish | 4 | 1 | 5 | 0 | 8 | 0 |
| Jones, Ann Jane | 13 | 3 | 0 | 2 | 15 | 6 |
| Jones, John | 20 | 3 | 37 | 4 | 0 | 0 |
| Jones, Thomas | 3 | 1 | 32 | 0 | 6 | 6 |
| Jones, Thomas | 9 | 1 | 4 | 3 | 8 | 4 |
| Jones, Evans | 5 | 3 | 26 | 0 | 8 | 7 |
| Jones, Robert | 4 | 3 | 17 | 1 | 14 | 6 |
| Llanbedr Parish | 12 | 3 | 23 | 4 | 5 | 0 |
| Massey, Mary | 96 | 2 | 22 | 24 | 0 | 0 |
| Newborough, the Lord | 76 | 1 | 13 | 19 | 10 | 6 |
| Owens, Colonel | 2 | 0 | 8 | 0 | 11 | 7 |
| Owens, John | 3 | 3 | 22 | 1 | 5 | 0 |
| Owens, Reverend Thomas Cæsar | 14 | 0 | 35 | 3 | 14 | 6 |
| Richard, Mrs. | 11 | 3 | 27 | 2 | 18 | 6 |
| Roberts, Hugh | 1 | 2 | 10 | 0 | 3 | 4 |
| Roberts, Robert | 10 | 3 | 25 | 3 | 15 | 9 |
| Smith, Thomas Assheton, Esq. | 8 | 2 | 21 | 2 | 9 | 4 |
| Williams, Thomas, Esq. | 73 | 1 | 18 | 15 | 12 | 0 |
| Williams, John Lloyd, Esq. | 15 | 1 | 19 | 3 | 8 | 9 |
| Williams, John | 48 | 1 | 14 | 8 | 9 | 6 |
| Williams, Evan | 32 | 2 | 13 | 3 | 18 | 9 |
| Williams, John | 8 | 0 | 15 | 0 | 16 | 2 |
| Williams, William | 1 | 2 | 15 | 0 | 2 | 0 |
| | | | | £249 | 14 | 6 |

“ EXTRACT from the apportionment of the Rent Charge in lieu of Tithes, in the Parish of Gyffin, in the County of Carnarvon.

| Landowners. | Occupiers. | Nos. | Name and Description of Land and Premises. | Total Quantities. | | | Total Rent Charge payable to Rector. | | |
|----------------------------|--------------------|------|--|-------------------|----|----|--------------------------------------|----|----|
| | | | | A. | R. | P. | £ | s. | d. |
| Erskine, Lady Jane Silence | Edward Williams... | 107 | Cae Garregag ... | 7 | 2 | 9 | 2 | 12 | 6 |
| | William Owen ... | 109 | Caean, Sir Robert ... | 7 | 1 | 37 | 2 | 10 | 6 |
| | Thomas Jones ... | 22 | Cae mwca ... | 3 | 0 | 0 | 1 | 3 | 0 |
| | | 101 | Bryn bychan ... | 23 | 5 | 17 | 7 | 16 | 0 |
| | | 114 | Part of ditto ... | 5 | 2 | 27 | 1 | 18 | 0 |
| | | 110 | Part of ditto ... | 7 | 3 | 5 | 2 | 13 | 0 |
| | Robert Roberts ... | 97 | Hendre fawr ... | 1 | 0 | 26 | 0 | 3 | 4 |
| | | 130 | Part of ditto ... | 27 | 2 | 0 | 6 | 0 | 0 |
| | | 131 | Part of ditto ... | 5 | 1 | 12 | 0 | 15 | 9 |
| | | 113 | Part of Hendre fawr ... | 5 | 2 | 9 | 2 | 0 | 0 |
| | Ann Roberts ... | 96 | Hendre fawr ... | 3 | 2 | 36 | 1 | 1 | 6 |
| | | 98 | Part of ditto ... | 3 | 1 | 30 | 1 | 0 | 6 |
| | | 134 | Part of Hendre fawr ... | 20 | 2 | 8 | 4 | 12 | 0 |
| | | 116 | Part of ditto ... | 7 | 2 | 18 | 2 | 4 | 0 |
| | | | | | | | £36 | 10 | 1 |

“ TWENTIETH SCHEDULE.

“ EXTRACT from the Summary of the Apportionment of the Rent Charge in lieu of Tithes, in the Parish of Llanvihangel Ysceiviog, in the County of Anglesey.

| Landowners. | Total Quantities. | | | Total Rent Charge. | | | | | |
|---|-------------------|----|----|--------------------|----|----|------|----|---|
| | A. | R. | P. | £ | s. | d. | | | |
| Anglesey, The Most Noble the Marquis of ... | 1387 | 1 | 28 | 194 | 19 | 7 | | | |
| Griffith, Richard Trygarn, Esquire ... | 996 | 1 | 9 | 120 | 2 | 4 | | | |
| Jones, F. Walker, Esquire ... | 26 | 3 | 31 | 4 | 7 | 9 | | | |
| Jones, John ... | 22 | 3 | 18 | 2 | 4 | 9 | | | |
| Massey, Mary ... | 5 | 0 | 36 | 0 | 3 | 11 | | | |
| Pierce, Pierce Morgan ... | 32 | 0 | 35 | 3 | 18 | 11 | | | |
| Pritchard, Hugh ... | 12 | 2 | 0 | 1 | 4 | 8 | | | |
| Pritchard, Reverend Richard ... | 81 | 0 | 14 | 7 | 16 | 3 | | | |
| | | | | | | | £334 | 18 | 2 |

“ TWENTY-FIRST SCHEDULE.

“ All that close of land called Little or North Meadow, containing by estimation four acres three roods and thirty-six perches, situate within the said parish of Lubnam, otherwise Lubenham, in the county of Leicester, and numbered 229 upon the map of the said parish, which close is bounded on part of the north by land of Mrs. Knight, on the remaining part of the north, and on the east, by land of Thomas Tertius Paget, Esquire, on the south by land of Mrs. Chapman, and on the west by land of the Reverend Henry Kebbell, Clerk, which said close of land is delineated in the plan drawn in the margin of a certain deed of conveyance, bearing date the eleventh day of April, in the year one thousand eight hundred and sixty-three, and made between Charlotte Rebecca Humfrey and another, and the Ecclesiastical Commissioners for England.”

And whereas the said scheme has been approved by Her Majesty in Council: now, therefore, Her Majesty, by and with the advice of Her said Council, is pleased hereby to ratify the said scheme, and to order and direct that the same, and every part thereof, shall be effectual in law immediately from and after the time when this Order shall have been duly published in the London Gazette, pursuant to the said Acts; and Her Majesty, by and with the like advice, is

pleased hereby to direct that this Order be forthwith registered by the respective Registrars of the several dioceses of York, London, Durham, Winchester, Saint Asaph, Bangor, Bath and Wells, Chester, Saint David's, Ely, Exeter, Gloucester and Bristol, Hereford, Lichfield, Lincoln, Manchester, Oxford, Peterborough, Ripon, Salisbury, and Worcester.

Arthur Helps.

AT the Court at *Windsor*, the 17th day of *November*, 1863.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS the Ecclesiastical Commissioners for England have, in pursuance of the Act of the fifty-ninth year of His Majesty King George the Third, chapter one hundred and thirty-four; of the Act of the second and third years of Her Majesty, chapter forty-nine; and of the Act of the nineteenth and twentieth years of Her Majesty, chapter fifty-five; duly prepared and laid before Her Majesty in Council a representation, bearing date the twelfth day of February, in the year one thousand eight hundred and sixty-three, in the words following; that is to say:

"We, the Ecclesiastical Commissioners for England, in pursuance of the Act of the fifty-ninth year of His Majesty King George the Third, chapter one hundred and thirty-four; of the Act of the second and third years of your Majesty, chapter forty-nine; and of the Act of the nineteenth and twentieth years of your Majesty, chapter fifty-five; have prepared, and now humbly lay before your Majesty in Council, the following representation as to the assignment of a district chapelry to the consecrated church of Emmanuel, situate at Holcombe, in the parish of Bury, in the county of Lancaster, and in the diocese of Manchester.

"Whereas it appears to us to be expedient that a district chapelry should be assigned to the said church of Emmanuel, situate at Holcombe aforesaid.

"Now, therefore, with the consent of the Right Reverend James Prince, Bishop of Manchester (testified by his having signed and sealed this representation), we humbly represent, that it would, in our opinion, be expedient that all that part of the said parish of Bury described in the schedule hereunto annexed, all which part, together with the boundaries thereof, is delineated and set forth on the map or plan hereunto also annexed, should be assigned to the said church, and that the same should be named 'The District Chapelry of Holcombe.'

"And, with the like consent of the said James Prince, Bishop of Manchester (testified as aforesaid), we further represent, that it appears to us to be expedient that banns of matrimony should be published, and that marriages, baptisms, churchings, and burials, should be solemnized or performed at such church, and that the fees to be received in respect thereof, should be paid and belong to the minister of the same church for the time being.

"We, therefore, humbly pray that your Majesty will be graciously pleased to take the premises into your Royal consideration, and to make such Order with respect thereto as to your Majesty, in your Royal wisdom, shall seem meet.

The SCHEDULE to which the foregoing Representation has reference.

"The District Chapelry of Holcombe, being:—

"All that part of the township of Tottington-lower-end, in the parish of Bury, in the county of Lancaster, and in the diocese of Manchester, which is not comprised within the limits either of the new parish of Saint Anne, Tottington, or of the new parish of Ramsbottom, severally situate within the county and diocese aforesaid."

And whereas the said representation has been approved by Her Majesty in Council: now, therefore, Her Majesty, by and with the advice of Her said Council, is pleased hereby to ratify the said representation, and to order and direct that the same and every part thereof shall be effectual in law immediately from and after the time when this Order shall have been duly published in the London Gazette, pursuant to the said Acts; and Her Majesty, by and with the like advice, is pleased hereby to direct that this Order be forthwith registered by the Registrar of the said diocese of Manchester.

Arthur Helps.

AT the Court at *Windsor*, the 17th day of *November*, 1863.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS the Ecclesiastical Commissioners for England have, in pursuance of the Act of the fifty-ninth year of His Majesty King George the Third, chapter one hundred and thirty-four; of the Act of the fifth year of His Majesty King George the Fourth, chapter one hundred and three; of the Act of the second and third years of Her Majesty, chapter forty-nine; and of the Act of the nineteenth and twentieth years of Her Majesty, chapter fifty-five; duly prepared and laid before Her Majesty in Council a representation, bearing date the twenty-third day of April, in the year one thousand eight hundred and sixty-three, in the words and figures following, that is to say:

"We, the Ecclesiastical Commissioners for England, in pursuance of the Act of the fifty-ninth year of His Majesty King George the Third, chapter one hundred and thirty-four; of the Act of the fifth year of His Majesty King George the Fourth, chapter one hundred and three; of the Act of the second and third years of your Majesty, chapter forty-nine; and of the Act of the nineteenth and twentieth years of your Majesty, chapter fifty-five; have prepared and now humbly lay before your Majesty in Council, the following representation as to the assignment of a district chapelry to the consecrated church of the Holy Trinity, situate in the parish of Clifton, in the city and county of the city of Bristol, and in the diocese of Gloucester and Bristol.

"Whereas it has been represented to us that the said church of the Holy Trinity, situate in the said parish of Clifton, was built by subscription under and by virtue of the powers or authorities for such purpose contained in the secondly hereinbefore mentioned Act, and that such church was duly consecrated on or about the tenth day of November, in the year one thousand eight hundred and thirty.

"And whereas it has been further represented to us that the several persons, whose individual subscriptions to the fund raised for the erection of such church amounted to fifty pounds and upwards, did, in accordance with the powers or authorities contained in the Act lastly referred to, elect from among themselves three trustees as the life trustees of the same church for the several purposes contemplated by the same Act.

"And whereas it has been further represented to us, that the Reverend John Hensman, the incumbent of the perpetual curacy of the said parish of Clifton, Clerk, John Scandred Harford, of Blaise Castle, near Bristol, Esquire, Abraham Hillhouse, of Sion Hill, in the said parish of

Clifton, Esquire, and Daniel Burges, of Clifton-park, in the said parish of Clifton, Esquire, are now the majority of the surviving subscribers entitled to elect the trustees of the said church of the Holy Trinity, situate in the parish of Clifton, under the provisions of the Act lastly referred to.

"And whereas it appears to us to be expedient that a district chapelry should be assigned to the said church of the Holy Trinity, situate in the parish of Clifton aforesaid.

"Now, therefore, with the consents of the Right Reverend Charles John, Bishop of Gloucester and Bristol (the bishop of the said diocese); of the Reverend William Marsh, the rector or incumbent of the rectory of the parish of Beddington, in the county of Surrey, Doctor in Divinity; of the Reverend William Carus, Canon Residentiary of the cathedral church of Winchester; of the Reverend John Venn, the vicar or incumbent of the vicarage of the parish of Saint Peter, in the city of Hereford; of the Reverend Edward Auriol, the rector or incumbent of the rectory of the parish of Saint Dunstan-in-the-West, in the city of London; and of the Reverend Edmund Hollond, of Hyde Park Gardens, in the county of Middlesex, Clerk, the patrons of the perpetual curacy of the parish of Clifton aforesaid; of the said John Hensman, John Scandred Harford, Abraham Hilhouse, and Daniel Burges, and of the Reverend Humphrey Allen, the minister or incumbent of the said church of the Holy Trinity, situate in the said parish of Clifton, (testified by their having respectively signed and sealed this representation), we humbly represent that it would, in our opinion, be expedient that all that part of the said parish of Clifton which is described in the schedule hereunder written, all which part, together with the boundaries thereof, is delineated and set forth on the map or plan hereunto annexed, should be assigned to the said church of the Holy Trinity, situate in the parish of Clifton aforesaid, and should be named 'The District Chapelry of the Holy Trinity, Clifton.'

"And with the like consents of the said Charles John, Bishop of Gloucester and Bristol, of the said William Marsh, William Carus, John Venn, Edward Auriol, Edmund Hollond, John Hensman, John Scandred Harford, Abraham Hilhouse, Daniel Burges, and Humphrey Allen, (testified as aforesaid,) we further represent, that it appears to us to be expedient that banns of matrimony should be published, and that marriages, baptisms, churchings and burials should be solemnized or performed at the church of the Holy Trinity aforesaid, and that the fees to be received in respect thereof should be paid and belong to the minister or incumbent of the same church for the time being: Provided always that so long as the said John Hensman shall remain the incumbent of the said perpetual curacy of the parish of Clifton aforesaid, all the fees to be received in respect of the solemnization or performance of the said offices at the said church of the Holy Trinity, shall be paid by the minister or incumbent thereof to the said John Hensman.

"We, therefore, humbly pray that your Majesty will be graciously pleased to take the premises into your Royal consideration, and to make such Order with respect thereto, as to your Majesty, in your Royal wisdom, shall seem meet.

The SCHEDULE to which the foregoing Representation has reference.

"The District Chapelry of the Holy Trinity, Clifton, being:—

"All that part of the parish of Clifton, in the city and county of the city of Bristol, and in the diocese of Gloucester and Bristol, which is comprised within and bounded by an imaginary line, commencing upon the boundary dividing such

parish from the district parish of Saint Paul, Bedminster, in the county of Somerset, and in the said diocese of Gloucester and Bristol, at a point in the middle of Cumberland-road, and extending thence first north-westward and then northward along the middle of such road, passing in front of Avon-crescent, to the middle of the southern end of the swing bridge over the locks which connect Cumberland Basin with the Floating Harbour; and extending thence northward along the middle of such bridge to its northern extremity, and continuing thence first northward and then north-westward along the middle of the road which passes round the eastern and northern sides of the said Cumberland Basin, as far as a point opposite to the middle of the south-eastern end of the road which passes between the Bonding Yard and Dowry-place upon the one side, and Grenville-place and Caroline-place, and Brunswick-place upon the other side; and extending thence still north-westward to and along the middle of the last-described road, to its junction with the Hotwell-road, at the south-western end of Dowry-parade; and extending thence north-eastward along the middle of the last-named road, as far as the southern corner of Dowry-square; and extending thence north-westward along the middle of the road which forms the southern side of the said Dowry-square, and along the middle of Power-street, and of the road passing in front of Providence-place, and along the middle of the road commonly called 'Hope Chapel-hill,' to the junction of the last named road with the road called 'Granby-hill;' and extending thence northward along the middle of the last-named road as far as a point opposite to the middle of the western end of the road which leads past Cornwallis-crescent, and past the top of Clifton-vale, (otherwise called 'Mead-lane,') to Clifton Parish Church; and extending thence eastward to and along the middle of the last-described road passing Cornwallis-crescent and the top of Clifton-vale, otherwise called Mead-lane as aforesaid, as far as the point where the footpath leading from Saville-place to Clifton-vale, otherwise Mead-lane, crosses the said road, and opposite to a boundary stone inscribed 'C.H.T.D.C., 1863, No. 1,' and placed upon the southern side of the same road; and extending thence in a direct line south-eastward to such boundary stone; and continuing thence in the same direction and in a straight line across the close numbered 39 upon the tithe commutation map of the said parish of Clifton, and upon the map hereunto annexed, to another boundary stone inscribed 'C.H.T.D.C., 1863, No. 2,' and placed on the western side of the footpath leading from Clifton Parish Church aforesaid, to the before mentioned Hotwell-road, at the intersection of such footpath by the stone stile dividing the said close numbered 39, from the close numbered 38 upon the said maps; and continuing thence, still south-eastward, to a point in the middle of the said footpath; and extending thence southward along the middle of the same footpath to the swing gate which divides the last-mentioned close from Ambrose-lane, at a point opposite to the middle of the western extremity of the wall which forms the southern boundary of the close and premises known as 'Ambrose House,' and numbered 37 upon the said maps; and extending thence eastward to and along the middle of the last described wall passing at the back of the houses and premises in Crosby-row, which are numbered respectively 1 and 2 to the junction of such wall with the wall which divides the close numbered 44 upon the same maps from the eastern side of the last-mentioned house and premises numbered 2 as aforesaid, and extending thence southward along the middle of the last-described wall to the gates at the entrance of the

last-mentioned close; and extending thence eastward along the said gates, and then north-eastward along the middle of the wall which divides the said close numbered 44 as aforesaid from the close at the rear of the houses in Crosby-row aforesaid, to the eastern extremity of such wall where it is joined by the wall which divides Crosby-row from the premises known as 'Clifton Wood-terrace,' and numbered 45 upon the said maps; and extending thence southward along the middle of the last described wall, and along the gates at the entrance to the said Clifton Wood-terrace to the wall which forms the southern boundary of the road which passes in front of the said Crosby-row; and extending thence westward along the middle of the last described wall for a distance of three yards or thereabouts to its junction with the wall which forms the back of the houses on the eastern side of Rees's-court; and extending thence southward along the middle of the last described wall to its southern extremity, and continuing thence still southward to and along the middle of the passage which forms the entry to the said Rees's-court, to a point in the middle of the Hotwell-road aforesaid, opposite to the middle of the southern end of such passage; and extending thence south eastward along the middle of the last-named road as far as the boundary dividing the said parish of Clifton from the district chapelry of Saint Peter, Clifton Wood, in the city and county of the city of Bristol, and in the diocese of Gloucester and Bristol aforesaid; and extending thence first eastward along the last described boundary, and then south-eastward along the same boundary to its junction with the boundary dividing the said parish of Clifton, from the district parish of Saint Paul, Bedminster aforesaid, in the middle of the Floating Harbour aforesaid; and extending thence south-westward along the last-described boundary, as far as the point in the middle of Cumberland-road, where the said imaginary line commenced."

And whereas the said representation has been approved by Her Majesty in Council: now, therefore, Her Majesty, by and with the advice of Her said Council, is pleased hereby to ratify the said representation, and to order and direct that the same and every part thereof shall be effectual in law immediately from and after the time when this Order shall have been duly published in the London Gazette, pursuant to the said Acts; and Her Majesty, by and with the like advice, is pleased hereby to direct that this Order be forthwith registered by the respective Registrars of the two several registries of the said diocese of Gloucester and Bristol, at Bristol and at Gloucester.

Arthur Helps.

AT the Court at Windsor, the 17th day of November, 1863.

PRESENT,

The QUEEN'S Most Excellent Majesty in Council.

WHEREAS the Ecclesiastical Commissioners for England have, in pursuance of an Act of the sixth and seventh years of Her Majesty, chapter thirty-seven, sections six and eight, duly prepared and laid before Her Majesty in Council a scheme, bearing date the twenty-eighth day of October, in the year one thousand eight hundred and sixty-three, in the words following; that is to say:

"We, the Ecclesiastical Commissioners for England, in pursuance of an Act of the sixth and seventh years of your Majesty, chapter thirty-

seven, sections six and eight, have prepared, and now humbly lay before your Majesty in Council, the following scheme for authorising the sale and disposal of certain property formerly belonging to the Fourth Canonry in the Cathedral Church of Durham, and now vested in us.

"Whereas on the vacancy of the said Canonry, which occurred on or about the tenth day of October, in the year one thousand eight hundred and sixty-two, by the decease of the Venerable Charles Thorp, Doctor in Divinity, Archdeacon of Durham, the then holder of the said fourth Canonry, all the lands, tenements, hereditaments, and endowments theretofore belonging to the said Canonry (except rights of patronage) became by virtue of the Act of the third and fourth years of your Majesty, chapter one hundred and thirteen, absolutely vested in us for the purposes and subject to the provisions applicable to other hereditaments vested in us.

"And whereas the lands, tenements, hereditaments, and endowments, so vested in us as aforesaid, are not subject to any outstanding beneficial lease or grant, but are now in possession, but some portions thereof, on account of their character or situation are unsuitable or inconvenient to be held or applied for the purposes for which estates vested in us are applicable, under the Acts by which our proceedings are governed.

"And whereas, with a view to the advantageous appropriation of the same, or of the proceeds thereof, for the ultimate improvement of our common fund, it is expedient that the said lands, tenements, hereditaments and endowments, or such part or parts thereof as we shall at any time, and from time to time think fit, should be sold or disposed of, and accordingly that we should be empowered to sell or dispose of our interest therein, or in any part or parts thereof, in such manner as shall appear to us advisable.

"Now, therefore, we humbly recommend and propose that we may be authorised and empowered by instrument or instruments in writing, duly executed according to law, from time to time to sell or dispose of and duly to convey, according to the provisions of the said Act, all or any of the said lands, tenements, hereditaments, and endowments, so vested in us as aforesaid, with their appurtenances and all our estate, right, title, and interest therein, or in any part or parts thereof, unto and to the use of any person or persons desirous or willing to purchase the same, and his, her or their heirs, executors, administrators, or assigns, or otherwise, as he, she, or they, shall direct or appoint, and for such consideration as shall upon due calculation and inquiry appear to us to be just and reasonable.

"And we further recommend and propose, that nothing herein contained shall prevent us from recommending and proposing any other measures relating to the matters aforesaid, or any of them, in accordance with the provisions of the said Act, or of any other Act of Parliament."

And whereas the said scheme has been approved by Her Majesty in Council: now, therefore, Her Majesty, by and with the advice of Her said Council, is pleased hereby to ratify the said scheme, and to order and direct that the same and every part thereof shall be effectual in law immediately from and after the time when this Order shall have been duly published in the London Gazette, pursuant to the said Act; and Her Majesty, by and with the like advice, is pleased hereby to direct that this Order be forthwith registered by the Registrar of the diocese of Durham.

Arthur Helps.

AT the Court at *Windsor*, the 17th day of *November*, 1863.

PRESENT,

The QUEEN's Most Excellent Majesty in Council

WHEREAS the Ecclesiastical Commissioners for England, have, in pursuance of an Act of the sixth and seventh years of Her Majesty, chapter thirty-seven, sections six and eight, duly prepared and laid before Her Majesty in Council a scheme, bearing date the twenty-eighth day of October, in the year one thousand eight hundred and sixty-three, in the words following; that is to say:

"We, the Ecclesiastical Commissioners for England, in pursuance of an Act of the sixth and seventh years of your Majesty, chapter thirty-seven, sections six and eight, have prepared, and now humbly lay before your Majesty in Council the following scheme for authorizing the sale and disposal of certain property formerly belonging to the Prebends of Ruiton, otherwise Ryton and Prees, otherwise Pipe Minor, in the Cathedral Church of Lichfield, annexed to the fourth Canonry in the said Church, and now vested in us.

"Whereas it was by the Act of the third and fourth years of your Majesty, chapter one hundred and thirteen enacted that the whole of the separate estates and endowments belonging to the said Prebends of Ruiton, otherwise Ryton and Prees, otherwise Pipe Minor (excepting any right of Ecclesiastical patronage) should, upon the then next avoidance of the said prebends become absolutely vested in us for the purposes, and subject to the provisions applicable to other hereditaments vested in us.

"And whereas, under, and by virtue of an Indenture bearing date the eleventh day of December, in the year one thousand eight hundred and fifty-eight, and made, or expressed to be made between the Reverend Henry Dudley Ryder, Clerk, Master of Arts, Prebendary of the said Prebends by Thomas Dudley Ryder, of Gray's Inn, in the county of Middlesex, Esquire, and Richard Calthorpe Whitmore Ryder, of Lincoln's Inn, in the county of Middlesex, Esquire, his Attorneys duly appointed by a deed poll or instrument under the hand and seal of the said Henry Dudley Ryder, dated the twenty-third day of November, one thousand eight hundred and forty-nine, of the one part; and us the said Ecclesiastical Commissioners for England of the other part; and of another Indenture bearing date the thirteenth day of December, in the year one thousand eight hundred and fifty-eight, and made or expressed to be made between the same Henry Dudley Ryder by his said Attorneys, the said Thomas Dudley Ryder, and the said Richard Calthorpe Whitmore Ryder, of the first part; the said Thomas Dudley Ryder and the said Richard Calthorpe Whitmore Ryder of the second part; and us, the said Ecclesiastical Commissioners for England, of the third part; all the estate and interest of him, the said Henry Dudley Ryder, as such prebendary as aforesaid, in all the lands, tithes, tenements, hereditaments and endowments, then belonging to the said prebends respectively, became vested in us for the consideration, and subject to the covenants contained in the said indentures.

"And whereas some portions of the lands, tithes, tenements, hereditaments, and endowments aforesaid, are subject to beneficial leases thereof, and produce during the subsistence of such leases, only a small annual revenue, and partly on that account, and partly on account of their character or situation, are unsuitable or inconvenient to be

held or applied for the purposes for which estates vested in us are applicable, under the Acts by which our proceedings are governed.

"And whereas by an Act of the twenty-third and twenty-fourth years of your Majesty, chapter one hundred and twenty-four, power is given to lessees holding under us, in the event of our declining to enter into a treaty for the sale of our reversions, or the purchase of the leasehold interests, to require us to purchase such leasehold interests at a valuation.

"And whereas with a view to the advantageous appropriation of the said lands, tithes, tenements, hereditaments and endowments, or of the proceeds thereof; for the ultimate improvement of our common fund, it is expedient that the said lands, tithes, tenements, hereditaments and endowments, or such part or parts thereof, as we shall at any time, and from time to time think fit, should be sold or disposed of, and accordingly that we should be empowered to dispose of our interest therein, or in any part or parts thereof, in such manner as shall appear to us advisable.

"Now, therefore, we humbly recommend and propose, that we may be authorized and empowered, by instrument or instruments in writing duly executed according to law, from time to time to sell or dispose of, and duly to convey according to the provisions of the said Act of the sixth and seventh years of your Majesty's reign, with the consent of the holder or holders thereof (if any) to be testified by his, her, or their being made parties to such instruments, all or any of the said lands, tithes, tenements, hereditaments, and endowments heretofore belonging to the said prebends of Ruiton, otherwise Ryton and Prees, otherwise Pipe Minor, or either of them, and so vested in us as aforesaid, with their appurtenances and all our estate, right, title, and interest therein, or in any part or parts thereof unto and to the use of any person or persons desirous or willing to purchase the same, and his, her, or their heirs, executors, administrators, or assigns, or otherwise, as he, she, or they shall direct or appoint, and for such consideration as shall, upon due calculation and enquiry, appear to us to be just and reasonable.

"And we further recommend and propose that nothing herein contained shall prevent us from recommending and proposing any other measures relating to the matters aforesaid, or any of them, in accordance with the provisions of the said Acts or of any other Act of Parliament."

And whereas the said scheme has been approved by Her Majesty in Council, now, therefore, Her Majesty, by and with the advice of Her said Council, is pleased hereby to ratify the said scheme, and to order and direct that the same and every part thereof shall be effectual in law immediately from and after the time when this Order shall have been duly published in the London Gazette pursuant to the said Act; and Her Majesty, by and with the like advice, is pleased hereby to direct that this Order be forthwith registered by the Registrar of the diocese of Lichfield.

Arthur Helps.

AT the Court at *Windsor*, the 17th day of *November*, 1863.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS by an Act, passed in the session of Parliament, held in the eighteenth and nineteenth years of Her Majesty's

reign, intituled "An Act further to amend the laws concerning the burial of the dead in England," it is, amongst other things, enacted that it shall be lawful for Her Majesty, by and with the advice of Her Privy Council, from time to time to postpone the time appointed by any Order in Council for the discontinuance of burials, or otherwise to vary any Order in Council made under any of the Acts recited in the said Act, or under the said Act (whether the time thereby appointed for the discontinuance of burials thereunder, or other operation of such Order, shall or shall not have arrived), as to Her Majesty, with such advice as aforesaid, may seem fit;

And whereas certain Orders in Council have been made, directing the discontinuance of burials in the churchyards hereinafter mentioned, from the time specified in such Orders respectively; and whereas it seems fit to Her Majesty, by and with the advice of Her Privy Council, that the time for discontinuing burials in the said churchyards be postponed;

Now, therefore, Her Majesty, by and with the advice aforesaid, is pleased to order, and it is hereby ordered, that the time for the discontinuance of burials in such churchyards be postponed, as follows; viz.:

In the churchyard of CUMBERWORTH, Yorkshire, from the first of October, one thousand eight hundred and sixty-three, to the first of January, one thousand eight hundred and sixty-four.

In the churchyard of EGREMONT, Cumberland, from the first of October, one thousand eight hundred and sixty-three, to the first of May, one thousand eight hundred and sixty-four.

In the churchyard of DALSTON, Cumberland, from the thirty-first of October to the thirty-first of December, one thousand eight hundred and sixty-three.

Edmund Harrison.

AT the Court at Windsor, the 17th day of November, 1863.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS by an Act, passed in the Session of Parliament, held in the twentieth and twenty-first years of Her Majesty's reign, intituled "An Act to amend the Burial Acts," it is, amongst other things, enacted that it shall be lawful for Her Majesty, upon the representation of one of Her Majesty's Principal Secretaries of State, by and with the advice of Her Privy Council, from time to time to order such acts to be done by or under the directions of the churchwardens or such other persons as may have the care of any vaults or places of burial, for preventing them from becoming or continuing dangerous or injurious to the public health; and that every such Order in Council shall be published in the London Gazette, and that such churchwardens or other persons shall do or cause to be done all acts ordered as aforesaid, and the expenses incurred in and about the doing thereof shall be paid out of the poor rates of the parish: provided always, that no such representation shall be made until ten days' previous notice of the intention to make such representation shall have been given to the churchwardens or other persons, or one of the

churchwardens, or other persons having the care of the vaults or places of burial to which the representation relates:

And whereas the Right Honourable Sir George Grey, Bart., one of Her Majesty's Principal Secretaries of State, after ten days' previous notice of his intention to make such representation having been duly given to the churchwardens or other persons having the care of the burial-ground of Bethel Chapel, in the parish of Dowlais, Merthyr Tydfil, has made a representation, stating that he is of opinion that, for the purpose of preventing the vaults and graves in the said burial-ground from becoming injurious to the public health, an Order should be made for the adoption of the measures which are hereinafter set forth;

Now, therefore, Her Majesty, by and with the advice of Her Privy Council, is pleased to order, and it is hereby ordered, that the churchwardens or such other persons as may have the care of the said burial-ground, do adopt, or cause to be adopted, the following measures, viz.:-

That the burial-ground of Bethel Chapel, in the parish of Dowlais, Merthyr Tydfil, be levelled, without disturbing the remains of the dead, and the part not covered with stones be covered with concrete or asphalt.

Edmund Harrison.

AT the Court at Windsor, the 17th day of November, 1863.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS the Right Honourable Sir George Grey, Bart., one of Her Majesty's Principal Secretaries of State, after giving to the Incumbent and the Vestry Clerk of the parish hereinafter mentioned, ten days' previous notice of his intention to make such representation, has, under the provisions of an Act, passed in the session of Parliament, held in the fifteenth and sixteenth years of Her Majesty's reign, intituled "An Act to amend the laws concerning the burial of the dead in the metropolis," made a representation stating that, for the protection of the public health, burials should be discontinued from and after the first of January, one thousand eight hundred and sixty-four, in the churchyard of Holy Trinity, Mile End, in the parish of Stepney, except in now existing family graves, which shall be used in accordance with the Official Regulations for New Burial-grounds.

Now, therefore, Her Majesty in Council is pleased hereby to give notice of such representation, and to order that the same be taken into consideration by a Committee of the Lords of Her Majesty's Most Honourable Privy Council, on the thirtieth day of December next:

And Her Majesty is further pleased to direct that this Order be forthwith published in the London Gazette; and that copies thereof be affixed on the doors of the churches or chapels of the said parish, or on some conspicuous places within the part or parts of the metropolis affected by such representation, one calendar month, at the least, before the said thirtieth day of December.

Edmund Harrison.

AT the Court at *Windsor*, the 17th day of
November, 1863.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS the Right Honourable Sir George Grey, Bart., one of Her Majesty's Principal Secretaries of State, after giving to the Incumbent and the Churchwardens of the parishes hereinafter mentioned, ten days' previous notice of his intention to make such representations, has, under the provisions of an Act, passed in the session of Parliament, held in the sixteenth and seventeenth years of Her Majesty's reign, intituled "An Act to amend the laws concerning the burial of the dead in England beyond the limits of the metropolis, and to amend the Act concerning the burial of the dead in the metropolis," made representations stating that, for the protection of the public health, no new burial-ground should be opened in the undermentioned parishes without the previous approval of one of Her Majesty's Principal Secretaries of State; and that interments in the same should be discontinued, with the following modifications; viz.:

BROADWATER, SUSSEX.—Forthwith in the churchyard, within four feet of the boundary wall on the north side.

HOGSTHORPE, LINCOLNSHIRE.—Forthwith in the parish church, and from and after the first of January, one thousand eight hundred and sixty-five, in the churchyard, with the exception of now existing vaults and grave spaces reserved for the use of survivors,—widowers and widows,—which are free from water and can be opened without the exposure of human remains.

LUTON, BEDFORDSHIRE.—From and after the first of December, one thousand eight hundred and sixty-three, in the Friends' Burial-ground, in Castle-street.

AMLWCH, NORTH WALES.—Forthwith in the parish church and in the Salem Chapel, and from and after the first of October, one thousand eight hundred and sixty-four, in the parish churchyard of Amlwch, and also in the chapelyard of Salem, with the exception of vaults and walled graves existing on the first of October, one thousand eight hundred and sixty-three, in which each coffin shall be embedded in charcoal and separately enclosed by concrete or by stone or brick-work properly cemented.

CHEADLE.—Forthwith in the church and in the old part of the parish churchyard, except in now existing vaults and walled graves in which each coffin shall be embedded in charcoal and separately enclosed by concrete or by stone or brickwork properly cemented.

GREAT MALVERN.—Forthwith in the churchyard, except in now existing vaults and walled graves in which each coffin shall be embedded in charcoal and enclosed by concrete or masonry or brickwork properly cemented.

Now, therefore, Her Majesty in Council is pleased hereby to give notice of such representations, and to order that the same be taken into consideration by a Committee of the Lords of Her Majesty's Most Honourable Privy Council, on the thirtieth day of December next:

And Her Majesty is further pleased to direct that this Order be forthwith published in the *London Gazette*; and that copies thereof be

affixed on the doors of the churches or chapels of or on some conspicuous places within the parishes affected by such representations, one month before the said thirtieth day of December.

Edmund Harrison.

AT the Court at *Windsor*, the 17th day of
November, 1863.

PRESENT,

The QUEEN's Most Excellent Majesty in Council

WHEREAS by an Act, passed in the session of Parliament, held in the sixteenth and seventeenth years of Her Majesty's reign, intituled "An Act to amend the laws concerning the burial of the dead in England, beyond the limits of the metropolis, and to amend the Act concerning the burial of the dead in the metropolis;" it is enacted that, in case it appears to Her Majesty in Council, upon the representation of one of Her Majesty's Principal Secretaries of State, that, for the protection of the public health, the opening of any new burial-ground in any city or town, or within any other limits, save with the previous approval of one of such Secretaries of State, should be prohibited, or that burials in any city or town, or within any other limits, or in any burial-ground or places of burial, should be wholly discontinued, or should be discontinued subject to any exception or qualification, it shall be lawful for Her Majesty, by and with the advice of Her Privy Council, to order that no new burial-ground shall be opened in any city or town, or within such limits, without such previous approval, or (as the case may require), that after a time mentioned in the Order, burials in such city or town, or within such limits, or in such burial-grounds or places of burial, shall be discontinued wholly, or subject to any exceptions or qualifications mentioned in such Order, and so from time to time, as circumstances may require; provided always, that notice of such representation, and of the time when it shall please Her Majesty to order that the same be taken into consideration by the Privy Council, shall be published in the *London Gazette*, and shall be affixed on the doors of the churches or chapels of, or on some other conspicuous places within the parishes affected by such representation, one month before such representation is so considered; provided also, that no such representation shall be made in relation to the burial-ground of any parish until ten days' previous notice of the intention to make such representation shall have been given to the Incumbent and Vestry Clerk or Churchwardens of such parish;

And whereas the Right Honourable Sir George Grey, Bart., one of Her Majesty's Principal Secretaries of State, after giving to the Incumbent and the Churchwardens of the parish hereinafter mentioned, ten days' previous notice of his intention to make such representation, has made a representation, stating that, for the protection of the public health, burials shall be discontinued, except under certain conditions, in the cemetery at Wotton, near Gloucester;

And whereas Her Majesty was pleased, by Her Order in Council of the twelfth day of September last, to give notice of such representation, and to order that the same should be taken into consideration by a Committee of the Lords of Her Majesty's Most Honourable Privy Council, on the twenty-sixth day of October last, and such Order has been published in the *London Gazette*, and

copies thereof have been affixed, as required by the said Act :

Now, therefore, Her Majesty, by and with the advice of Her Privy Council, is pleased to order, and it is hereby ordered, that burials in the parish of Barton St. Mary shall be discontinued as follows ; viz. :

BARTON, SAINT MARY, GLOUCESTER.—Forthwith in the cemetery at Wotton, near Gloucester, except for the interment of husbands, wives, parents, children, brothers, or sisters of those buried therein before the first of July, one thousand eight hundred and sixty-three, and that the regulations for new burial grounds be observed therein.

Edmund Harrison.

Admiralty, 20th November, 1863.

The following promotions, dated the 14th instant, have this day been made in consequence of the death on the 13th instant, of Admiral of the White Sir John Gordon Sinclair, Bart. :—

Admiral of the Blue Sir Houston Stewart, K.C.B., to be Admiral of the White.
Vice-Admiral James Ryder Burton, K.H., on the Reserved List, to be Admiral on the same list.
Vice-Admiral of the Red Sir William Fanshawe Martin, K.C.B., to be Admiral of the Blue.
Vice-Admiral of the White Sir James Scott, K.C.B., to be Vice-Admiral of the Red.
Vice-Admiral of the Blue Thomas Wren Carter, C.B., to be Vice-Admiral of the White.

Rear-Admirals :

James Brasier,
Robert Contart McCrea,
on the Reserved List, to be Vice-Admirals on the same list.

Rear-Admiral of the Red Michael Quin to be Vice-Admiral of the Blue.

Rear-Admiral of the White Sydney Colpoys Dacres, C.B., to be Rear-Admiral of the Red.

Rear-Admiral of the Blue Charles Frederick to be Rear-Admiral of the White.

Captain Claude Henry Mason Buckle, C.B., to be Rear-Admiral of the Blue.

Retired Vice-Admirals :

William Henry Smyth,
Richard Saumarez,
to have the rank and title of Retired Admirals, and

Retired Rear-Admirals :

William Slaughter, K.H.,
Thomas Gill,
William Allan Herringham,
Robert Gordon,
to have the rank and title of Retired Vice-Admirals, in pursuance of the Order in Council of 7th May, 1858.

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

Edinburgh Artillery Militia.

Alexander Moncrieff, Gent., to be Captain, vice Finlay, resigned. Dated 9th November, 1863.
James Webster Winchester, Gent., to be Captain, vice Cockburn, resigned. Dated 13th November, 1863.

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

7th Somersetshire Rifle Volunteer Corps.

Lieutenant William Henry Hopkins to be Captain, vice Anstey, resigned. Dated 16th November, 1863.

Frederick Toller, Gent., to be Lieutenant, vice Hopkins, promoted. Dated 16th November, 1863.

MEMORANDUM.

Her Majesty has been graciously pleased to accept the resignation of the Commission held by Assistant-Surgeon Robert Shackelford Cross in the 12th Hampshire Rifle Volunteer Corps. Dated 14th November, 1863.

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

3rd Hampshire Artillery Volunteer Corps.

Edgar Besant to be Second Lieutenant, vice Dowse, resigned. Dated 16th November, 1863.

12th Hampshire Rifle Volunteer Corps.

Ensign William Henry Chalcraft to be Lieutenant, vice Seward, resigned. Dated 16th November, 1863.

Richard George Peon Minty to be Ensign, vice Chalcraft, promoted. Dated 16th November, 1863.

MEMORANDUM.

Adjutant George Renny, of the 1st Administrative Battalion of Berwickshire Rifle Volunteers, to serve with the rank of Captain. Dated 10th November, 1863.

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

1st Administrative Battalion of Berwickshire Rifle Volunteers.

Thomas Broomfield to be Honorary Quartermaster. Dated 17th November, 1863.

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

21st Cornwall Rifle Volunteer Corps.

William Simmons Williams to be Ensign. Dated 11th November, 1863.

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

1st Administrative Battalion of Renfrewshire Rifle Volunteers.

Captain Francis Robertson Reid to be Major. Dated 14th November, 1863.

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

1st Administrative Battalion of Cumberland Rifle Volunteers.

Captain Joseph Fletcher to be Major. Dated 13th November, 1863.

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

11th Lancashire Rifle Volunteer Corps.

Ensign Richard Hunt to be Lieutenant. Dated 7th October, 1863.

MEMORANDUM.

Her Majesty has been graciously pleased to accept the resignation of the Commission held by Captain James Bowers in the 46th Lancashire Rifle Volunteer Corps.

Crown Office, November 18, 1863.

Days appointed for holding Special Commissions of Oyer and Terminer and Gaol Delivery, for the undermentioned places :

Berkshire, Thursday, November 26, at Reading.

Cambridgeshire, Tuesday, December 15, at the County Courts.

Cheshire, Thursday, December 3, at Chester.

Derbyshire, Wednesday, December 9, at Derby.

Devonshire, Monday, December 7, at the Castle of Exeter.

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

Durham, Wednesday, December 2, at Durlam.

Essex, Tuesday, December 22, at Chelmsford.

Glamorganshire, Monday, December 21, at Cardiff.

Hertfordshire, Thursday, December 3, at Hertford.

Kent, Wednesday, December 16, at Maidstone.

Leicestershire, Monday, December 7, at Leicester.

Borough of Leicester, the same day, at the Borough of Leicester.

Montgomeryshire, Thursday, December 17, at Welshpool.

Norfolk, Friday, December 18, at the Castle of Norwich.

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

Northumberland, Saturday, November 28, at the Castle of Newcastle-upon-Tyne.

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

Nottinghamshire, Saturday, December 12, at Nottingham.

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

Oxfordshire, Saturday, November 28, at Oxford.

Salop, Monday, December 14, at Shrewsbury.

Somersetshire, Friday, December 11, at Taunton.

Southampton, Monday, November 30, at the Castle of Winchester.

Staffordshire, Saturday, December 5, at Stafford.

Surrey, Wednesday, December 23, at Kingston-upon-Thames.

Sussex, Monday, December 21, at Lewes.

Warwickshire, Wednesday, December 2, at Warwick.

Worcestershire, Wednesday, December 2, at Worcester.

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

Yorkshire, Saturday, December 5, at the Castle of York.

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

No. 22790.

E

LOCAL GOVERNMENT ACT, 1858.

NOTICE OF ADOPTION OF ACT BY DROYLSDEN AND FAILSWORTH, LANCASHIRE.

WHEREAS the Local Government Act, 1858, has been adopted by the Local Government Act District of Droylsden and by the township of Failsworth (Manchester), both in the county of Lancaster.

And notice of such adoption has been duly given, and the other requirements of the said Act have been complied with :

Now, therefore, I, as one of Her Majesty's Principal Secretaries of State, do hereby give notice, that the Local Government Act, 1858, has been adopted in the hereinbefore-named district of Droylsden and township of Failsworth ; and that the said Act has the force of law within such district and township.

Given under my hand this 17th day of November, 1863.

(Signed) G. Grey.

Home Office, Whitehall.

LOCAL GOVERNMENT ACT, 1858.

NOTICE OF ADOPTION OF ACT BY BURTON-UPON-TRENT.

WHEREAS the Burton-upon-Trent Commissioners acting in that town under the provisions of "The Town of Burton-upon-Trent Act, 1863," adopted on the 23rd day of September, 1858, the Local Government Act, 1858, within the said town, under their jurisdiction. And whereas notice of such adoption has been duly given to me, as one of Her Majesty's Principal Secretaries of State.

Now, therefore, I, as one of Her Majesty's Principal Secretaries of State, as aforesaid, do hereby give notice, that the said Local Government Act, 1858, has been duly adopted by the aforesaid Commissioners, and that in accordance with the provisions of the Local Government Act, 1858, the said Act will at the expiration of two months from the date of the passing of the resolution, adopting such Act, have the force of law within the said town, under the jurisdiction of the said Commissioners.

Given under my hand this 16th day of November, 1863.

(Signed) G. Grey.

Home Office, Whitehall.

NOTICE OF INTENDED DISTRIBUTION OF NAVAL PRIZE MONEY.

Department of the Accountant-General of the Navy, Admiralty, Somerset-House, November 14, 1863.

NOTICE is hereby given, to the Officers, Seamen, and Marines, and to all persons interested therein, that the distribution of the slave and tonnage bounties of the slave schooner "Concepcion," captured on the 25th June, 1862, by Her Majesty's ship "Wye," will commence on Thursday, the 26th instant, in the Prize Branch of the Department of the "Accountant-General of the Navy, Admiralty, Somerset-House."

Agents and other persons holding powers of attorney, prize orders, assignments, or other instruments, by virtue of which they may be legally entitled to claim the share of any captor, serving in the above-named ships, are requested to present the same at this office.

Any Officer, Seaman, Marine, or other person, who may desire to receive his share from the

Collector of Customs or of Inland Revenue within the United Kingdom, is required to intimate the same by letter to be addressed "On Prize Business, to the Secretary of the Admiralty, London," (enclosing his certificate of service or an attested copy thereof, excepting in the case of Commissioned Officers),—in which letter his own place of residence is to be precisely stated, as well as the place of the nearest Collector of Customs, or of Inland Revenue, from whom it would be convenient to receive such share of prize money.

The following are the shares due to an individual in the several classes:—

| | £ | s. | d. |
|-----------------------------|-----|----|----|
| Flag | 70 | 1 | 10 |
| Master Commanding | 166 | 9 | 6 |
| Fourth class | 48 | 4 | 7 |
| Fifth class | 26 | 15 | 11 |
| Sixth class | 24 | 2 | 3 |
| Seventh class | 16 | 1 | 7 |
| Eighth class | 8 | 0 | 9 |
| Ninth class | 5 | 7 | 1 |
| Tenth class | 2 | 13 | 6 |

NOTICE is hereby given, that the registry of Zion Chapel, Lansdown-hill, in the town and county of Southampton, in the Superintendent Registrar's district of Southampton, as a place wherein marriages might lawfully be solemnized under the provisions of 6th and 7th Wm. IV., cap. 85, was, on the 5th day of November, 1863, cancelled by the Registrar-General.

W. H. Mackey, Superintendent Registrar.

In the Matter of Letters Patent granted to William Sparks Thomson, therein described as of New York, in the United States of America, but now of Saint Martin's-le-Grand, London, Skirt Manufacturer, and at present carrying on business at No. 97, Cheapside, London aforesaid, for the invention of "improvements in the manufacture of hooped skirts."—Partly a communication from abroad by William Wilmot, of New York, in the United States of America, bearing date the 13th day of May, 1859.—No. 1204.

NOTICE is hereby given, that the patentee of the said letters patent has applied by Petition to Her Majesty's Solicitor-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 Solicitor-General, No. 1, Mitre-court-buildings, Temple, within ten days from the date hereof.—Dated this 18th day of November, 1863.

H. Wickens, No. 4, Tokenhouse-yard, Bank, in the city of London, Solicitor for the Petitioner.

India Office, November 18, 1863.

THE Secretary of State for India in Council hereby gives notice that he has received Calcutta Gazettes, containing the following notices of Orders made by the Court for the Relief of

Insolvent Debtors there, under the provisions of the Act 11th Victoria, cap. 21.

Court for the Relief of Insolvent Debtors at Calcutta.

In the Matter of Kassinauth Paulit, an Insolvent.

In the Matter of Nilmoney Sein, an Insolvent.

In the Matter of Margaret Lee, an Insolvent.

On Saturday, the 5th day of September instant, it was ordered that the hearing of each of these matters do severally stand adjourned sine die.—Insolvent in person. Strong, Attorney. Downing, Attorney. Date of Gazette containing notice, September 9, 1863.

In the Matter of Gourgopaul Bysack, an Insolvent.

On Saturday, the 5th day of September instant, by an order of this Court, the said insolvent was adjudged entitled to his personal discharge, under the Act 11 Vic., cap. 21, as to all persons named in his schedule as creditors, or claiming to be creditors respectively, except as to the debt of Bissonauth Shaw for Rupees 141-8, who appears not to have been served with notice of the day of hearing.—Shircore, Attorney. Date of Gazette containing notice, September 9, 1863.

In the Matter of Mathew Steel Templeton, an Insolvent.

On Saturday, the 5th day of September instant, it was ordered that the hearing of this matter do stand adjourned until the first Court day in September, 1864, and that the order made in this matter for the ad interim protection of the said Insolvent from arrest be enlarged to the said first Court day in September, 1864, and that the said Insolvent do then attend to be examined before the said Court.—Insolvent in person. Date of Gazette containing notice, September 9, 1863.

In the Matter of Thomas Roxbrough Gordon, an Insolvent.

In the Matter of Gabriel Robert Martindell, an Insolvent.

On Saturday, the 5th day of September instant, it was ordered that the several petitions of the said Insolvents seeking the benefit of the Act 11 Vic., cap. 21, be severally dismissed.—Date of Gazette containing notice, September 9, 1863.

In the Matter of Henry George Hailes, an Insolvent.

On Saturday, the 5th day of September instant, it was ordered that the hearing of the matters of the petition of the said insolvent be adjourned to the first Court day in the month of March next, and that the said insolvent do then attend to be examined before the said Court.—Date of Gazette containing notice, September 9, 1863.

In the Matter of George Frederick Abich, an Insolvent.

On Saturday, the 5th day of September instant, by an order of this Court, the said insolvent was adjudged entitled to his personal discharge, under the Act 11 Vic., cap. 22, as to all persons named in his schedule as creditors, or claiming to be creditors respectively.—Date of Gazette containing notice, September 9, 1863.

In the several Matters of Robert Burkinyoung, Seekurchund Busraj, Doorgapersaud Goolzary-mull, Kessreechund, Issreechund, and Woomeschunder Ghose, Insolvents.

On Saturday, the 5th day of September instant, it was ordered, upon the application of the

Official Assignee, that an account of unclaimed dividends in the above matter be received and filed in the Office of the Chief Clerk.—Date of Gazette containing notice, September 12, 1863.

In the Matter of Henry Diendone Rodrigues, an Insolvent.

On Saturday, the 3rd day of October instant, it was ordered that the petition of the said insolvent seeking the benefit of the Act 11 Vic., cap. 21, be dismissed.—Date of Gazette containing notice, October 7, 1863.

India Office, November 18, 1863.

THE Secretary of State for India in Council hereby gives notice, that he has received Calcutta Gazettes, containing the following notices that the under-mentioned Insolvents filed their Petitions in the Court for the Relief of Insolvent Debtors there, under the provisions of the Act 11th Victoria, cap. 21:

Petitions filed praying for relief.

In the matter of Rookeenebullub Mookerjee, of S'bhā Bazar, in Calcutta, an Assistant in the Office of the Official Assignee, an Insolvent.

Notice, that the petition of the said Insolvent seeking the benefit of the Act 11 Vic., cap. 21, was filed in the office of the Chief Clerk on the 7th day of September instant, and by an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee. Date of Gazette containing notice, September 12, 1863.

In the matter of Mohendrololl Bose, of Simlah, in Calcutta, late a Cashier at Jamalpore, in the service of the East India Railway Company, now a Prisoner in the Common Jail of Calcutta, an Insolvent.

Notice, that the petition of the said Insolvent seeking the benefit of the Act 11 Vic., cap. 21, was filed in the office of the Chief Clerk on the 14th day of September instant, and by an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee. Date of Gazette containing notice, September 12, 1863.

In the matter of Charles Emil Falke, late of Rajmehal, Agent for the Emigration of Coolies to Tea Districts, but at present a Prisoner in the Great Jail of Calcutta, an Insolvent.

Notice, that the Petition of the said Insolvent, seeking the benefit of the Act 11 Vic., cap. 21, was filed in the office of the Chief Clerk on the 12th day of September instant, and by an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee. Date of Gazette containing notice, September 16, 1863.

In the Matter of Promothonauth Bacooley, late of Goozarpore, in the district of Hooghly, then of Simlah, in Calcutta, and now a Prisoner in the Great Jail of Calcutta, a Talookdar, an Insolvent.

Notice, that the Petition of the said Insolvent, seeking the benefit of the Act 11 Vic., cap. 21, was filed in the office of the Chief Clerk on the 14th day of September instant, and by an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee.—Moses, Attorney. Date of Gazette containing notice, September 16, 1863.

In the matter of Megrauj and Heeraloll, both of Burra Bazar, in Calcutta, who lately carried on trade and business as Shop-keepers at Burra Bazar, in Calcutta aforesaid, in copartnership with Ramchund Karanee, since deceased, and Bonomally Doss, under two different styles and firm of Megrauj, Heeraloll, and Ramchund Bonomally Doss, Insolvents.

Notice, that the petition of the said Insolvents, seeking the benefit of the Act 11 Vic., cap. 21, was filed in the office of the Chief Clerk on the 17th day of September instant, and by an order of the same date the estate and effects of the said Insolvents were vested in the Official Assignee. Date of Gazette containing notice, September 19, 1863.

In the matter of Richard Monack Crow, of No. 13, Chandney, in Calcutta, Architect and Builder, an Insolvent.

Notice, that the Petition of the said Insolvent, seeking the benefit of the Act 11 Vic., cap. 21, was filed in the office of the Chief Clerk, on the 15th day of September instant, and by an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee. Date of Gazette containing notice, September 19, 1863.

In the Matter of James Archer, Junior, formerly of Lucknow, and then of Seetapore, in Oude, and at present residing at No. 1, Wellesley 2nd Lane, in Calcutta, holding an appointment as Clerk in the Seetapore Commissioner's Office, an Insolvent.

Notice, that the Petition of the said Insolvent, seeking the benefit of the Act 11 Vic., cap. 21, was filed in the office of the Chief Clerk, on the 15th day of September instant, and by an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee.—Insolvent in Person. Date of Gazette containing notice, September 19, 1863.

In the Matter of Jules Perrot, formerly carrying on business as a Railway Contractor and Lime Burner, at No. 5, Kyd-street, in Calcutta, in co-partnership with Joseph Julius Maximilian Kaas, under the firm of Kaas, Perrot and Company, then of Allahabad, in the north-western provinces of India, and at present of No. 9, Hastings-street, in Calcutta, in the service of Messieurs Warning Brothers, Hunt, and Company, Railway Contractors, of Allahabad aforesaid, an Insolvent.

Notice, that the Petition of the said Insolvent, seeking the benefit of the Act 11 Vic., cap. 21, was filed in the office of the Chief Clerk on the 18th day of September instant, and by an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee. Date of Gazette containing notice, September 19, 1863.

In the Matter of Megrauj and Heeraloll, both of Burra Bazar, in Calcutta, who lately carried on trade and business as Shop-keepers, at Burra Bazar, in Calcutta aforesaid, in copartnership with Ramchund Karanee, since deceased, and Bonomally Doss, under two different styles and firm of Megrauj, Heeraloll, and Ramchund Bonomally Doss, Insolvent.

Notice, that the petition of the said Insolvents seeking the benefit of the Act 11 Vic., cap. 21, was filed in the office of the Chief Clerk on the 17th day of September instant, and by an order of the same date, the estate and effects of the said Insolvents were vested in the Official Assignee. Date of Gazette containing notice, September 23, 1863.

In the Matter of James Archer, junior, formerly of Lucklow, and then of Seetapore, in Oude, and at present residing at No. 1, Wellesley, Second-lane, in Calcutta, holding an appointment as Clerk, in the Seetapore Commissioner's Office, an Insolvent.

Notice, that the petition of the said Insolvent seeking the benefit of the Act 11 Vic., cap. 21, was filed in the office of the Chief Clerk on the 15th day of September instant, and by an order of the same date, the estate and effects of the said Insolvent were vested in the Official Assignee.— Insolvent in Person. Date of Gazette containing notice, September 23, 1863.

In the Matter of Jules Perrot, formerly carrying on business as a Railway Contractor and Lime Burner, at No. 5, Kyd-street, in Calcutta, in copartnership with Joseph Julius Maximilian Kaas, under the firm of Kaas, Perrot, and Company, then of Allahabad, in the north-western provinces of India, and at present of No. 9, Hastings-street, in Calcutta, in the service of Messieurs Warning Brother, Hunt and Company, Railway Contractors, of Allahabad aforesaid, an Insolvent.

Notice, that the petition of the said Insolvent seeking the benefit of the Act 11 Vic., cap. 21, was filed in the office of the Chief Clerk on the 18th day of September instant, and by an order of the same date, the estate and effects of the said Insolvent were vested in the Official Assignee. Date of Gazette containing notice, September 23, 1863.

In the Matter of Lorenzo Bartolomeo Oliva, of No. 1-1, Mission-row, in Calcutta, Merchant and Agent, an Insolvent.

Notice, that the petition of the said Insolvent seeking the benefit of the Act 11 Vic., cap. 21, was filed in the office of the Chief Clerk on the 30th day of September last, and by an order of the same date, the estate and effects of the said Insolvent were vested in the Official Assignee. Date of Gazette containing notice, October 30, 1863.

In the Matter of Edward Montgomery Hamilton, of No. 11-1, Waterloo-street, in Calcutta, Hotel-keeper, an Insolvent.

Notice, that the petition of the said Insolvent seeking the benefit of the Act 11, Vic., cap. 21, was filed in the office of the Chief Clerk on the 2nd day of October instant, and by an order of the same date, the estate and effects of the said Insolvent were vested in the Official Assignee. Date of Gazette containing notice, October 30, 1863.

In the Matter of Takoordoss Mitter, formerly carried on business at No. 3, Chowringhee-road, as a Money Lender, and now a Prisoner for Debt in the Calcutta Jail, an Insolvent.

Notice, that the petition of the said Insolvent seeking the benefit of the Act 11 Vic., cap. 21, was filed in the office of the Chief Clerk on the 5th day of October instant, and by an order of the same date, the estate and effects of the said Insolvent were vested in the Official Assignee.—Goodall, Attorney. Date of Gazette containing notice, October 7, 1863.

In the Matter of Paul Harvey D'Mello, of No. 62, Collinga Bazar-street, in Calcutta, late of Fyzabad, Head Assistant in the Commissariat Office of Accounts there, and at present employed in the Commissariat Examiner's Office, at Calcutta, an Insolvent.

Notice, that the petition of the said Insolvent seeking the benefit of the Act 11 Vic., cap. 21, was filed in the office of the Chief Clerk on the

2nd day of October instant, and by an order of the same date, the estate and effects of the said Insolvent were vested in the Official Assignee.—Shircore, Attorney. Date of Gazette containing notice, October 7, 1863.

WHEREAS, at a Court of General Quarter Sessions of the Peace for the county of Devon, held at the Castle of Exeter, on the 20th day of October, 1863, a Provisional Order was made in the words following, that is to say:—

Whereas, on the 4th day of April last, six of Her Majesty's Justices of the Peace for the county of Devon did, by writing, under their hands, require the Clerk of the Peace for the said county to add to or send with the notice for holding this Court of General Quarter Sessions of the Peace for the said county, a notice in the form marked (A), in the Schedule to the Act 25 and 26 Victoria, c. 61, or as near thereto as circumstances would admit, that, at this Sessions, a proposal would be made to the Justices to constitute the parishes of Ashbury, Beaworthy, Belstone, Broadwoodkelly, Exbourne, Hatherleigh, Highampton, Honeychurch, Iddesleigh, Inwardleigh, Jacobstow, Meeth, Monkoakhampton, Northlew, Okelhampton, and Hamlet of Kigbeare, within the said parish of Okelhampton, Sampford Courtenay, and Sheepwash, a Highway District; and did also require the said Clerk of the Peace to send, by post, in a prepaid letter, notices in the aforesaid form, to the Churchwardens and Overseers of every parish mentioned in the said notice.

And whereas, the Clerk of the Peace having complied with the said requisition, the said six Justices (two, at least, of whom were resident within the proposed Highway District) made the said proposal to this Court, and the same having been entertained by the Justices here assembled.

This Court doth order (subject to the same being confirmed at the next Quarter Sessions to be held for this county, on the 5th day of January next,) that the parishes and places undermentioned be constituted a Highway District, and that the same shall be known by the name of "The Hatherleigh Highway District."

And this Court doth also order (subject, as aforesaid,) that the number of Waywardens, which each parish shall elect, shall be the number set against the name of each parish respectively, viz.:

| Parish. | No. of Waywardens. |
|--|--------------------|
| Ashbury | 1 |
| Beaworthy | 1 |
| Belstone | 1 |
| Broadwoodkelly | 1 |
| Exbourne | 1 |
| Hatherleigh | 1 |
| Highampton | 1 |
| Honeychurch | 1 |
| Iddesleigh | 1 |
| Inwardleigh | 1 |
| Jacobstow | 1 |
| Meeth | 1 |
| Monkoakhampton | 1 |
| Northlew | 1 |
| Okelhampton (including the Hamlet of Kigbeare) | 1 |
| Sampford Courtenay | 1 |
| Sheepwash | 1 |

And this Court doth further order, that should any parish hereinbefore mentioned, separately maintaining its own poor, be divided into townships, tithings, hamlets, or places, each of which has hitherto separately maintained its own High-

ways, the said townships, tithings, hamlets, or places, shall be combined with the parish wherein the same are respectively situate, and that where the same are situate in more than one parish they shall be combined with the parish in which they shall have the largest boundary line, and no separate Waywardens shall be elected for the same, and that such parish shall be subject to the same liabilities in respect of all highways within it which were before maintained by such townships, tithings, hamlets, and places separately, as if all their several liabilities had attached to the whole parish, and that a Waywarden or two Waywardens, if two Waywardens shall have been hereinbefore ordered, shall be elected for such parish as a whole.

And this Court doth lastly order, that, should any of the parishes or places hereinbefore mentioned, or any part or parts thereof be comprehended in the terms of the restrictions imposed with respect to the formation of Highway Districts, by Section vii. of the said Act, 25 and 26 Victoria, c. 61, such parishes or places, or part or parts thereof, shall not be included in the said Highway District, and this Order, so far only as regards the said parishes or places, or part or parts thereof, shall be of no effect.

Notice is hereby given, that the confirmation of the said Provisional Order by a Final Order will be taken into consideration by the Justices at the Court of General Quarter Sessions of the Peace for the said county of Devon, to be held at the Castle of Exeter, on the 5th day of January next.

H. Ford, Clerk of the Peace.

WHEREAS, at a Court of General Quarter Sessions of the Peace for the county of Devon, held at the Castle of Exeter, on the 20th day of October, 1863, a Provisional Order was made in the words following, that is to say:—

“Whereas, on the 5th day of August last, five of Her Majesty’s Justices of the Peace for the county of Devon did, by writing, under their hands, require the Clerk of the Peace for the said county to add to or send with the notice for holding this Court of General Quarter Sessions of the Peace for the said county, a notice in the form marked (A), in the Schedule to the Act 25 and 26 Victoria, c. 61, or as near thereto as circumstances would admit, that, at this Sessions, a proposal would be made to the Justices to constitute the parishes of Ashford, Atherington, Bishopstawton, Braunton, Fremington, Georgeham, Heanton Punchardon, Horwood, Instow, Landkey, Morthoe, Newton Tracey, Swymbridge, Tawstock, and West Down, a Highway District; and did also require the said Clerk of the Peace to send, by post, in a prepaid letter, notices in the aforesaid form, to the Churchwardens and Overseers of every parish mentioned in the said notice.

And whereas, the Clerk of the Peace having complied with the said requisition, the said five Justices (two, at least, of whom were resident within the proposed Highway District) made the said proposal to this Court, and the same having been entertained by the Justices here assembled.

This Court doth order (subject to the same being confirmed at the next Quarter Sessions to be held for this county, on the fifth day of January next,) that the parishes and places undermentioned be constituted a Highway District, and that the same shall be known by the name of “The Barnstaple Highway District.”

And this Court doth also order (subject, as aforesaid,) that the number of Waywardens, which

each parish shall elect, shall be the number set against the name of each parish respectively, viz.:

| Parish: | No. of Waywardens. |
|---------------------------|--------------------|
| Ashford | 1 |
| Atherington | 1 |
| Bishopstawton | 1 |
| Braunton | 2 |
| Fremington | 1 |
| Georgeham | 1 |
| Heanton Punchardon | 1 |
| Horwood | 1 |
| Instow | 1 |
| Landkey | 1 |
| Morthoe | 1 |
| Newton Tracey | 1 |
| Swymbridge | 2 |
| Tawstock | 2 |
| West Down | 1 |

And this Court doth further order, that should any parish hereinbefore mentioned, separately maintaining its own poor, be divided into townships, tithings, hamlets, or places, each of which has hitherto separately maintained its own highways, the said townships, tithings, hamlets, or places, shall be combined with the parish wherein the same are respectively situate, and that where the same are situate in more than one parish they shall be combined with the parish in which they shall have the largest boundary line, and no separate Waywardens shall be elected for the same, and that such parish shall be subject to the same liabilities in respect of all highways within it which were before maintained by such townships, tithings, hamlets, and places separately, as if all their several liabilities had attached to the whole parish, and that a Waywarden or two Waywardens, if two Waywardens shall have been hereinbefore ordered, shall be elected for such parish as a whole.

And this Court doth lastly order, that, should any of the parishes or places hereinbefore mentioned, or any part or parts thereof be comprehended in the terms of the restrictions imposed with respect to the formation of Highway Districts, by section 7 of the said Act, 25 and 26 Victoria, c. 61, such parishes, or places, or part or parts thereof, shall not be included in the said Highway District, and this Order so far only as regards the said parishes or places, or part or parts thereof, shall be of no effect.”

Notice is hereby given, that the confirmation of the said Provisional Order by a Final Order will be taken into consideration by the Justices at the Court of General Quarter Sessions of the Peace for the said county of Devon, to be held at the Castle of Exeter, on the fifth day of January next.

H. Ford, Clerk of the Peace.

WHEREAS, at a Court of General Quarter Sessions of the Peace for the county of Devon, held at the Castle of Exeter, on the 20th day of October, 1863, a Provisional Order was made in the words following, that is to say:—

“Whereas, on the 5th day of August last, six of Her Majesty’s Justices of the Peace for the county of Devon did, by writing, under their hands, require the Clerk of the Peace for the said county, to add to, or send with the notice for holding this Court of General Quarter Sessions of the Peace for the said county, a notice in the form marked A, in the schedule to the Act 25 and 26 Victoria, c. 61, or as near thereto as circumstances would admit, that, at this sessions, a proposal would be

made to the Justices to constitute the parishes of Arlington, Berrynarbor, Bittadon, Bratton Fleming, Brendon, Challacombe, Combmartin, Countisbury, East Down, Goodleigh, Highbray, Kentisbury, Linton, Loxhore, Martinhoe, Marwood, Parracombe, Pilton, Sherwill, Stoke Rivers, and Trentishoe, a highway district; and did also require the said Clerk of the Peace to send, by post, in a prepaid letter, notices in the aforesaid form, to the Churchwardens and Overseers of every parish mentioned in the said notice.

"And whereas, the Clerk of the Peace having complied with the said requisition, the said six Justices (two, at least, of whom were resident within the proposed highway district) made the said proposal to this Court, and the same having been entertained by the Justices here assembled.

"This Court doth order (subject to the same being confirmed at the next Quarter Sessions to be held for this county, on the 5th day of January next,) that the parishes and places undermentioned be constituted a highway district, and that the same shall be known by the name of "The Ilfracombe Highway District."

"And this Court doth also order (subject, as aforesaid,) that the number of Waywardens which each parish shall elect, shall be the number set against the name of each parish respectively, viz. :—

| Parish. | No. of Waywardens. |
|---|--------------------|
| Arlington | 1 |
| Berrynarbor | 1 |
| Bittadon | 1 |
| Bratton Fleming | 1 |
| Brendon | 1 |
| Challacombe | 1 |
| Combmartin | 1 |
| Countisbury | 1 |
| East Down | 1 |
| Goodleigh | 1 |
| Highbray | 1 |
| Kentisbury | 1 |
| Linton | 1 |
| Loxhore | 1 |
| Martinhoe | 1 |
| Marwood | 1 |
| Parracombe | 1 |
| Pilton (such part as is not in the borough of Barnstaple) | 1 |
| Sherwill | 1 |
| Stoke Rivers | 1 |
| Trentishoe | 1 |

"And this Court doth further order, that should any parish hereinbefore mentioned, separately maintaining its own poor, be divided into townships, tithings, hamlets, or places, each of which has hitherto separately maintained its own highways; the said townships, tithings, hamlets, or places, shall be combined with the parish wherein the same are respectively situate; and that where the same are situate in more than one parish, they shall be combined with the parish in which they shall have the largest boundary line, and no separate Waywardens shall be elected for the same; and that such parish shall be subject to the same liabilities in respect of all highways within it which were before maintained by such townships, tithings, hamlets, and places separately, as if all their several liabilities had attached to the whole parish, and that a Waywarden, or two Waywardens, if two Waywardens shall have been hereinbefore ordered, shall be elected for such parish as a whole.

"And this Court doth lastly order, that should any of the parishes or places hereinbefore mentioned, or any part or parts thereof, be com-

hended in the terms of the restrictions imposed, with respect to the formation of highway districts, by section 7 of the said Act, 25 and 26 Victoria, c. 61; such parishes or places, or part or parts thereof, shall not be included in the said highway district; and this Order, so far only as regards the said parishes or places, or part or parts thereof, shall be of no effect."

Notice is hereby given, that the confirmation of the said Provisional Order, by a final Order, will be taken into consideration by the Justices at the Court of General Quarter Sessions of the Peace for the said county of Devon, to be held at the Castle of Exeter, on the 5th day of January next.

H. Ford, Clerk of the Peace.

WHEREAS, at a Court of General Quarter Sessions of the Peace for the county of Devon, held at the Castle of Exeter, on the 20th day of October, 1863, a provisional order was made in the words following, that is to say :—

"Whereas, on the 8th day of September last, five of Her Majesty's Justices of the Peace for the county of Devon did, by writing, under their hands, require the Clerk of the Peace for the said county to add to or send with the notice for holding this Court of General Quarter Sessions of the Peace for the said county, a notice in the form marked A, in the schedule to the Act 25 and 26 Victoria, c. 61, or as near thereto as circumstances would admit, that at this Sessions, a proposal would be made to the Justices to constitute the parishes of Ashburton, Bickington, Buckland in the Moor, Holne, Ilington, Manaton, Widdicombe in the Moor, Staverton, Woodland, and Broadhempstone, a Highway District; and did also require the said Clerk of the Peace to send, by post, in a prepaid letter, notices in the aforesaid form, to the Churchwardens and Overseers of every parish mentioned in the said notice.

And whereas, the Clerk of the Peace having complied with the said requisition, the said five Justices (two, at least, of whom were resident within the proposed Highway District) made the said proposal to this Court, and the same having been entertained by the Justices here assembled.

This Court doth order (subject to the same being confirmed at the next Quarter Sessions to be held for this county, on the 5th day of January next,) that the parishes and places undermentioned be constituted a Highway District, and that the same shall be known by the name of "The Ashburton Highway District."

And this Court doth also order (subject, as aforesaid,) that the number of Waywardens, which each parish shall elect, shall be the number set against the name of each parish respectively, viz. :

| Parish. | No. of Waywardens. |
|------------------------|--------------------|
| Ashburton | 2 |
| Bickington | 1 |
| Buckland in the Moor | 1 |
| Holne | 1 |
| Ilington | 2 |
| Manaton | 1 |
| Widdicombe in the Moor | 2 |
| Staverton | 2 |
| Woodland | 1 |
| Broadhempstone | 1 |

And this Court doth further order, that should any parish hereinbefore mentioned, separately maintaining its own poor, be divided into townships, tithings, hamlets, or places, each of which has hitherto separately maintained its own highways the said townships, tithings, hamlets, or

places, shall be combined with the parish wherein the same are respectively situate, and that where the same are situate in more than one parish they shall be combined with the parish in which they shall have the largest boundary line, and no separate Waywardens shall be elected for the same, and that such parish shall be subject to the same liabilities in respect of all highways within it which were before maintained by such townships, tithings, hamlets, and places separately, as if all their several liabilities had attached to the whole parish, and that a Waywarden or two Waywardens, if two Waywardens shall have been hereinbefore ordered, shall be elected for such parish as a whole.

And this Court doth lastly order, that, should any of the parishes or places hereinbefore mentioned or any part or parts thereof be comprehended in the terms of the restrictions imposed with respect to the formation of Highway Districts, by section 7 of the said Act, 25 and 26 Victoria, c. 61, such parishes or places, or part or parts thereof, shall not be included in the said Highway District, and this order so far only as regards the said parishes or places, or part or parts thereof, shall be of no effect."

Notice is hereby given, that the confirmation of the said Provisional Order by a Final Order will be taken into consideration by the Justices at the Court of General Quarter Sessions of the Peace for the said county of Devon, to be held at the Castle of Exeter, on the 5th day of January next.

H. Ford, Clerk of the Peace.

WHEREAS at a Court of General Quarter Sessions of the Peace for the county of Devon, held at the Castle of Exeter, on the 20th day of October, 1863, a Provisional Order was made in the words following, that is to say:—

"Whereas, on the 28th day of September last, six of Her Majesty's Justices of the Peace for the county of Devon did, by writing, under their hands, require the Clerk of the Peace for the said county to add to or send with the notice for holding this Court of General Quarter Sessions of the Peace for the said county, a notice in the Form marked (A), in the Schedule to the Act 25 and 26 Victoria, c. 61, or as near thereto as circumstances would admit, that, at this Sessions, a proposal would be made to the Justices to constitute the parishes of Ashprington, Buckfastleigh, Cornworthy, Dittisham, Dean Prior, Dartington, Halwell, Harberton, Morleigh, North Huish, Rattery, South Brent, Townstall, and Diptford, a Highway District; and did also require the said Clerk of the Peace to send by post, in a prepaid letter, notices in the aforesaid form, to the Churchwardens and Overseers of every parish mentioned in the said notice.

And whereas the Clerk of the Peace having complied with the said requisition, the said six Justices (two, at least, of whom were resident within the proposed Highway District), made the said proposal to this Court, and the same having been entertained by the Justices here assembled.

This Court doth order (subject to the same being confirmed at the next Quarter Sessions to be held for this county, on the 5th day of January next), that the parishes and places under-mentioned be constituted a Highway District, and that the same shall be known by the name of the Totnes Highway District.

And this Court doth also order (subject as aforesaid), that the number of Waywardens, which each

parish shall elect, shall be the number set against the name of each parish respectively, viz:

| Parish. | No. of Waywardens. |
|----------------------|--------------------|
| Ashprington | 1 |
| Buckfastleigh | 1 |
| Cornworthy | 1 |
| Dittisham | 1 |
| Dean Prior | 1 |
| Dartington | 1 |
| Halwell | 1 |
| Harberton | 1 |
| Morleigh | 1 |
| North Huish | 1 |
| Rattery | 1 |
| South Brent | 2 |
| Townstall | 1 |
| Diptford | 1 |

And this Court doth further order, that should any parish hereinbefore mentioned, separately maintaining its own poor, be divided into townships, tithings, hamlets, or places, each of which has hitherto separately maintained its own highways, the said townships, tithings, hamlets, or places shall be combined with the parish wherein the same are respectively situate, and that where the same are situate in more than one parish they shall be combined with the parish in which they shall have the largest boundary line, and no separate Waywardens shall be elected for the same, and that such parish shall be subject to the same liabilities in respect of all highways within it which were before maintained by such townships, tithings, hamlets, and places separately, as if all their several liabilities had attached to the whole parish, and that a Waywarden or two Waywardens, if two Waywardens shall have been hereinbefore ordered, shall be elected for such parish as a whole.

And this Court doth lastly order, that, should any of the parishes or places hereinbefore mentioned, or any part or parts thereof be comprehended in the terms of the restrictions imposed with respect to the formation of Highway Districts, by section 7 of the said Act, 25 and 26 Victoria, c. 61, such parishes or places, or part or parts thereof, shall not be included in the said Highway District, and this Order so far only as regards the said parishes or places, or part or parts thereof, shall be of no effect."

Notice is hereby given, that the confirmation of the said Provisional Order by a Final Order will be taken into consideration by the Justices at the Court of General Quarter Sessions of the Peace for the said county of Devon, to be held at the Castle of Exeter, on the 5th day of January next.

H. Ford, Clerk of the Peace.

WHEREAS, at a Court of General Quarter Sessions of the Peace for the County of Devon, held at the Castle of Exeter, on the 20th day of October, 1863, a Provisional Order was made in the words following, that is to say:

"Whereas, on the 8th day of September last, five of Her Majesty's Justices of the Peace for the County of Devon did, by writing, under their hands, require the Clerk of the Peace for the said County to add to or send with the Notice for holding this Court of General Quarter Sessions of the Peace for the said County, a Notice in the Form marked A, in the Schedule to the Act 25 & 26 Victoria, c. 61, or as near thereto as circumstances would admit, that, at this Sessions, a proposal would be made to the Justices to constitute the Parishes of Bovey Tracey, Abbotskerswell,

Bishopsteignton, Coffinswell, Coombinteignhead, Dawlish, Denbury, East Ogwell, Hacombe, Ideford, Ipplepen, Kingsteignton, Kingskerswell, St. Nicholas, Stokeinteignhead, Torbryan, West Ogwell, Wolborough, Highweek, Chudleigh, Hennock, Teigngrace, and Trusham, a Highway District; and did also require the said Clerk of the Peace to send, by post, in a prepaid letter, notices in the aforesaid form, to the Churchwardens and Overseers of every parish mentioned in the said notice.

"And whereas, the Clerk of the Peace having complied with the said requisition, the said five Justices (two, at least, of whom were resident within the proposed Highway District) made the said proposal to this Court, and the same having been entertained by the Justices here assembled.

"This Court doth order (subject to the same being confirmed at the next Quarter Sessions to be held for this County, on the 5th day of January next,) that the parishes and places under-mentioned be constituted a Highway District, and that the same shall be known by the name of "The Newton Abbott-Highway District."

"And this Court doth also order (subject, as aforesaid,) that the number of Waywardens, which each parish shall elect, shall be the number set against the name of each parish respectively, viz. :-

| Parish. | No. of Waywardens. |
|----------------------|--------------------|
| Bovey Tracey ... | ... 1 |
| Abbotskerswell ... | ... 1 |
| Bishopsteignton ... | ... 1 |
| Coffinswell ... | ... 1 |
| Coombinteignhead ... | ... 1 |
| Dawlish ... | ... 1 |
| Denbury ... | ... 1 |
| East Ogwell ... | ... 1 |
| Hacombe ... | ... 1 |
| Ideford ... | ... 1 |
| Ipplepen ... | ... 1 |
| Kingsteignton ... | ... 1 |
| Kingskerswell ... | ... 1 |
| St. Nicholas ... | ... 1 |
| Stokeinteignhead ... | ... 1 |
| Torbryan ... | ... 1 |
| West Ogwell ... | ... 1 |
| Wolborough ... | ... 1 |
| Highweek ... | ... 1 |
| Chudleigh ... | ... 2 |
| Hennock ... | ... 2 |
| Teigngrace ... | ... 1 |
| Trusham ... | ... 1 |

"And this Court doth further order, that should any parish hereinbefore mentioned, separately maintaining its own poor, be divided into townships, tithings, hamlets, or places, each of which has hitherto separately maintained its own highways, the said townships, tithings, hamlets, or places shall be combined with the parish wherein the same are respectively situate, and that where the same are situate in more than one parish they shall be combined with the parish in which they shall have the largest boundary line, and no separate Waywardens shall be elected for the same, and that such parish shall be subject to the same liabilities in respect of all highways within it which were before maintained by such townships, tithings, hamlets, and places separately, as if all their several liabilities had attached to the whole parish, and that a Waywarden or two Waywardens, if two Waywardens shall have been hereinbefore ordered, shall be elected for such parish as a whole.

"And this Court doth lastly order, that, should any of the parishes or places hereinbefore men-

tioned, or any part or parts thereof be comprehended in the terms of the restrictions imposed with respect to the formation of Highway Districts, by section 7 of the said Act, 25 & 26 Victoria, c. 61, such parishes or places, or part or parts thereof, shall not be included in the said Highway District, and this Order so far only as regards the said parishes or places, or part or parts thereof, shall be of no effect."

Notice is hereby given, that the confirmation of the said Provisional Order by a Final Order will be taken into consideration by the Justices at the Court of General Quarter Sessions of the Peace for the said County of Devon, to be held at the Castle of Exeter, on the 5th day of January next.

H. Ford, Clerk of the Peace.

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for Inventions.

NOTICE is hereby given, that the petition of Walter Davis Richards, of the city of Boston, in the United States of America, but now of Morley's Hotel, Charing Cross, praying for letters patent for the invention of "improvements in caloric or heated air engines."—A communication to him from Henry Messer, of Roxbury, in the county of Norfolk and State of Massachusetts and United States of America, was deposited and recorded in the Office of the Commissioners on the 11th day of November, 1863, and a complete specification accompanying such petition was at the same time filed in the said Office.

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for Inventions.

NOTICE is hereby given, that the petition of Ellis Rowland, of Manchester, in the county of Lancaster, Engineer, praying for letters patent for the invention of "certain improvements in apparatus for weighing solid bodies and for measuring fluids, parts of which improvements are also applicable to the opening and closing of dampers," was deposited and recorded in the Office of the Commissioners on the 12th day of November, 1863, and a complete specification accompanying such petition was at the same time filed in the said Office.

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for Inventions.

NOTICE is hereby given, that provisional protection has been allowed
2093. To Louis Guillemot, of 42, Rue du Moulin a Vent à Poitiers, Departement de la Vienne, France, for the invention of "an improved machine for obtaining perpetual motion." On his petition, recorded in the Office of the Commissioners on the 24th day of August, 1863.

2362. To Clémence de Wailly, Widow of Leon de Wailly, (an Author), living at No. 1a, Florence-street, Upper-street, Islington, N, for the invention of "an improved slipper or clog principally intended for bath rooms." On her petition, recorded in the Office of the Commissioners on the 25th day of September, 1863,

2486. To Samuel Banner, of Liverpool, in the county of Lancaster, General Broker, for the invention of "an improved mode or method of storing petroleum, and other like oils and spirits."

On his petition, recorded in the Office of the Commissioners on the 10th day of October, 1863.

2502. To Charles Humfrey the younger, of Saint David's Works, Saltney, in the county of Flint, for the invention of "improvements in the means and method of purifying hydro-carbons."

2504. And to George Mountford, of Brunswick-street, Leeds, in the county of York, Manager, for the invention of "an improved construction of cotton gin."

On both their petitions, recorded in the Office of the Commissioners on the 12th day of October, 1863.

2523. To Richard Hudson Smithett, of King's Bench-walk, Temple, in the city of London, and of Wadham-college, Oxford, Student at Law, for the invention of "improvements in the application of wheels to railway carriages."

On his petition, recorded in the Office of the Commissioners on the 14th day of October, 1863.

2530. To Stephen Flexen, of 46, Skinner-street, Snow-hill, in the city of London, for the invention of "an improved apparatus for ventilating railway and other carriages, houses, buildings, steam and sailing vessels of all kinds, moveable or otherwise."

On his petition, recorded in the Office of the Commissioners on the 15th day of October, 1863.

2543. To Yenn Meirat, of Henry-street, Hampstead-road, in the county of Middlesex, for the invention of "improvements in the means of propelling vessels."

On his petition, recorded in the Office of the Commissioners on the 17th day of October, 1863.

2595. To John Craven and Samson Fox, of Leeds, in the county of York, Engineers, for the invention of "improvements in machinery or apparatus for punching, shearing, and burnishing."

On their petition, recorded in the Office of the Commissioners on the 22nd day of October, 1863.

2612. To Benjamin Marriott, of 38, Upper-street, Islington, in the county of Middlesex, Watch Maker, for the invention of "an improvement in watches, consisting in the construction of cylindrical dead beat independent centre seconds watches."

On his petition, recorded in the Office of the Commissioners on the 23rd day of October, 1863.

2650. To John Charles Wilson, of 14A, Cannon-street, London, county of Middlesex, Civil and Mechanical Engineer, for the invention of "a new mode of mounting ordnance, and the machinery and apparatus composing the same, also the machinery and apparatus for working said ordnance, and for loading, cleaning, and counteracting the recoil when fired."

2652. And to Edmond Gibson Atherley, of Orme-square, Bayswater, in the county of Middlesex, Barrister-at-Law, for the invention of "obtaining motive power by certain arrangements of machinery and water."

On both their petitions, recorded in the Office of the Commissioners on the 27th day of October, 1863.

2682. To John Haworth, of No. 15, Hart-street, Bloomsbury, in the county of Middlesex, Gentleman, for the invention of "improvements in the improved method of conveying electric

signals and telegrams without the intervention of any continuous artificial conductor."

2686. To François Durand, of Paris, France, Mechanical Engineer, for the invention of "improvements in cotton gins."

2690. And to Barnabas Russ, of Bristol, in the county of Gloucester, Engineer, for the invention of "improvements in the construction of iron and other ships, vessels, and batteries of war, and of cupolas and armour plates applicable thereto, parts of which improvements are also applicable to other useful purposes."

On their several petitions, recorded in the Office of the Commissioners on the 30th day of October, 1863.

2698. To Anton Wasserburger, of No. 9, Calvert-street, Shoreditch, in the parish of Shoreditch, in the county of Middlesex, Merchant, and Theodor Bessunger, of the same place, Merchant, for the invention of "improvements in the manufacture of show cards, window tickets, and ornamental labels, as advertising mediums."

2699. To Samuel Hickling Parkes, of the firm of James Parkes and Son, of Birmingham, in the county of Warwick, Manufacturers, for the invention of "improvements in opera glasses, telescopes, microscopes, spectacles, and other optical instruments."

2700. To William Tasker the younger, of Waterloo Iron-works, and of Manor-house, in the parish of Upper Clatford, in the county of Southampton, for the invention of "improvements in the making of safety paper, and in the machinery or apparatus employed therein."

2706. To John Wilson, of Upper Poppleton, in the county of York, for the invention of "improvements in thrashing machines."

2707. And to Stephen Holman, of 18, Cannon-street, London, E.C., in the county of Middlesex, Engineer, for the invention of "improvements in machinery for raising and forcing fluids, parts of which improvements are also applicable to steam engines, blast engines, exhausters, and other machines."

On their several petitions, recorded in the Office of the Commissioners on the 31st day of October, 1863.

2710. To Florent Joseph Vandenvinne, of No. 37, Rue aux Laines, Brussels, in the Kingdom of Belgium, Manufacturer, for the invention of "improvements in machinery for excavating land, making cuttings, and other earth works."

2712. And to Thomas Fitzgerald Wintour, of Clifton, near Bristol, in the county of Gloucester, Esquire, for the invention of "improvements in ventilators and fire-guards."

On both their petitions, recorded in the Office of the Commissioners on the 2nd day of November, 1863.

2713. To Thomas Wright Alderton, of Ipswich, in the county of Suffolk, Machinist, for the invention of "improvements in sewing machines."

2714. To Francis John Pastorelli, of 208, Piccadilly, in the county of Middlesex, Optician, for the invention of "improvements in the construction of surveyors' levels and other surveying instruments."

2718. To Samuel Bateman, of Asnieres, in the Empire of France, for the invention of "improvements in machinery for combing wool and other fibrous substances."

2720. To Julian John Révy, of 28, Grosvenor-street, Eaton-square, Civil Engineer, for the invention of "improvements in the manufacture of explosive compounds."

2721. And to Michael Henry, of 84, Fleet-street in the city of London, Patent Agent, for the invention of "improvements in the manufacture of zinc white."—A communication to him from abroad by Alphonse Fallu, of 33, Boulevard Saint Martin, Paris, France.

On their several petitions, recorded in the Office of the Commissioners on the 3rd day of November, 1863.

2722. To James Livesey, of 75, Cannon-street West, and John Edwards, of 29, Basinghall-street, in the city of London, for the invention of "improvements in the permanent way of railways and fastenings for the same."

2724. To Guillaume Ville, of Paris, France, Professor at the Museum of Natural History, for the invention of "improvements in treating natural phosphates of lime for agricultural purposes."

2726. To Edward Hughes, of Bagillt, in the county of Flint, for the invention of "improvements in fans for forcing and exhausting air or other gases."

2727. To Charles Howe, Junior, of the city of New York and United States of America, but now of No. 8, Ludgate-street, in the city of London, for the invention of "improvements in sewing machines."

2730. To Abraham Gillett, of Highway-farm, in the county of Berks, Engineer, for the invention of "improvements in machines for cutting chaff and such like substances."

2732. And to John Hornby Maw, of Broseley, in the county of Salop, Gentleman, for the invention of "improvements in the application of preservative coatings or compositions to the bottoms of ships and vessels."

On their several petitions, recorded in the Office of the Commissioners on the 4th day of November, 1863.

2736. To Jonathan Northrop, of Thornton, near Bradford, in the county of York, for the invention of "an improved apparatus for making fringes."

2737. To Edward Kenworthy Dutton, of Sretford, in the county of Chester, Mechanical Engineer, for the invention of "certain improvements in apparatus for coating or covering the surfaces of rollers or cylinders with leather or other material."

2738. To Thomas Farra, of Manchester, in the county of Lancaster, Salesman to Messrs. Tootal, Broadhurst, Lee, and Compny, for the invention of "certain improvements in 'skirtings' employed as wearing apparel."

2741. To William Proger, of George-street, in the county of Middlesex, Tin Plate Worker, for the invention of "improvements in lanterns and lamps for the same."

2742. To Henry Hancock, of 28, Clayland's-road, Clapham-road, in the county of Surrey, and William Henry Vickers, Junior, of 24, Blackman-street, Borough, in the same county, for the invention of "a new system of fastening for doors, windows, safes, chests, and other similar purposes."

2743. To Joseph Whitworth, of the city of Manchester, in the county of Lancaster, for the invention of "improvements in the treatment and application of steel and homogeneous metal."

2744. To Henry Bessemer, of Queen's-street-place, New Cannon-street, in the city of London, for the invention of "improvements in the manufacture of railway bars."

2745. To Sydney Smith, of Hyson Green Brass Works, near Nottingham, for the invention of

"improvements in safety valves for steam boilers, and in valves and taps for regulating the flow of fluids."

2746. To Henry Bessemer, of Queen's-street-place, New Cannon-street, in the city of London, for the invention of "improvements in the manufacture of malleable iron and steel, and in the apparatus employed in such manufacture."

2747. To Robert Thomas Tait, of No. 10, Essex-street, Strand, in the county of Middlesex, for the invention of "improvements in the manufacture of woollen garments."

2748. To George Speight, of 5, Saint John-street-road, Clerkenwell, in the county of Middlesex, Manufacturer, for the invention of "an improvement in collars and cuffs."

2749. And to Frederick Elsworth Sickels, of New York City, United States of America, but now residing at Bute-street, Brompton, in the county of Middlesex, Engineer, for the invention of "an improved mode of, and apparatus for, steering and turning vessels."

On their several petitions, recorded in the Office of the Commissioners on the 5th day of November, 1863.

2750. To Charles Denton Abel, of No. 20, Southampton-buildings, Chancery-lane, in the county of Middlesex, Patent Agent, for the invention of "improvements in fluid meters."—A communication to him from abroad by Friederich Klingefeld, of Nürnberg, in the Kingdom of Bavaria, Professor.

2751. To Charles Coates, of Sunnyside, near Rawtenstall, in the county of Lancaster, Engineer, in the employment of Messieurs Butterworth and Brooks, of Sunnyside aforesaid, for the invention of "certain improvements in machinery for printing cotton and other fabrics."

2753. To John Muckart, of Letham Mill, near Arbroath, in the county of Forfar, North Britain, for the invention of "improvements in preserving certain vegetable substances."

2754. To William Davies and George Caté, both of 151, North-street, Old-road, Stepney, in the county of Middlesex, Cork Cutters, for the invention of "improvements in machinery for cutting corks, bungs, gun wads, and other similar articles."

2755. To Charles Henry Southall and Robert Heap, of Staleybridge, in the county of Lancaster, for the invention of "improvements in self acting machinery or apparatus worked by steam or other power for cutting and shaping the soles and heels of boots and shoes, and screwing them on to the uppers or coverings, and also in vices for holding the same, and tools for paring, blacking, and glazing, or otherwise ornamenting the edges of the soles and heels."

2757. To Joseph Severin Guirette, of Paris, in the Empire of France, Doctor of Medicine, for the invention of "an improved inhaling apparatus."

2758. To Joseph Townsend, of Glasgow, in the county of Lanark, North Britain, Manufacturing Chemist, for the invention of "improvements in the manufacture of nitrate of potash."

2759. To Walter Montgomerie Neilson, of Glasgow, in the county of Lanark, North Britain, Engineer, for the invention of "improvements in axle boxes."—Partly a communication to him from abroad by Eugene Thétard, of Paris, France, and in part invented by himself.

2761. To Colin Minton Campbell, of Stoke-upon-Trent, Esquire, for the invention of "improvements in apparatus for drying plates and other articles of china and earthenware."

2762. To William Henry Parkin, of Seymour-villa, Sudbury, in the county of Middlesex, for the invention of "improvements in the manufacture of coloring matters suitable for dyeing and printing."
2763. And to Richard Johnson, of Manchester, in the county of Lancaster, Iron and Wire Manufacturer, for the invention of "improvements in testing the strength of wire for telegraphic and other purposes."
- On their several petitions, recorded in the Office of the Commissioners on the 6th day of November, 1863.
2765. To Horace Leeman Emery, of No. 72, Sloane-street, Chelsea, in the county of Middlesex, Agricultural Implement Maker, for the invention of "improvements in machinery for ginning and cleaning cotton, a part of which are applicable to machines for other purposes."
2766. Thomas Critchley Barraclough, of Manchester, in the county of Lancaster, Engineer, for the invention of "certain improvements in looms for weaving."—A communication to him from abroad by Wilhelm Gminder, of Reutlingen, in the Kingdom of Wirtemberg.
2767. To Richard Batt, of Waterhouse Mill, Milnthorpe, in the county of Westmoreland, Paper Manufacturer, for the invention of "improved arrangements of paper making machinery."
2769. To James Johnson, of Peterborough, in the county of Northampton, Engineer, for the invention of "improvements in apparatus for lubricating the cylinders and other parts of steam engines."
2771. To Lewis Braham, of Hatton-garden, in the county of Middlesex, Optician, for the invention of "improvements in spectacles and hand frames."
2772. To William Clark, of 53, Chancery-lane, in the county of Middlesex, Engineer and Patent Agent, for the invention of "an improvement in sewing machines."—A communication to him from abroad by Jerome Burge Secor and William Henry Butler, both of Chicago, Cook County, State of Illinois, in the United States of America.
2773. To George Stephen Melland, of Lime-street, in the city of London, Gun Manufacturer, for the invention of "improvements in breech-loading fire-arms and ordnance."—A communication to him from abroad by Jacob Snider, Junr., now residing at the Hotel de France, Rue de Provence, Paris, France.
2775. To Andrew Barclay and Alexander Morton, Engineers, both of Kilmarnock, in the county of Ayr, North Britain, for the invention of "improvements in certain apparatus for injecting and ejecting fluids."
2778. And to Moses Mellor, of the town and county of the town of Nottingham, Framesmith and Machine Builder, for the invention of "improvements in machinery or apparatus for the manufacture of looped or knitted fabrics."
- On their several petitions, recorded in the Office of the Commissioners on the 7th day of November, 1863.
2781. To Hippolyte Mège, of No. 10, Rue de la Fidélité, Paris, Professor of Chemistry, for the invention of "certain improvements in the manufacture of soap."
2782. To William John Cunningham and Herbert Connop, both of Everett-terrace, Victoria Dock-road, in the county of Essex, for the invention of "improvements in sawing machines."
2783. To George Tomlinson Bousfield, of Loughborough Park, Brixton, in the county of Surrey, for the invention of "improvements in the construction of ships and vessels."—A communication to him from abroad by William Keld Whytehead, a person resident at Asuncion, in the Republic of Paraguay.
2784. To Nathan Thompson, of Abbey-gardens, St. John's-wood, in the county of Middlesex, for the invention of "improvements in apparatus for stopping bottles and other vessels."
2785. And to George Ryder, of the Church-gate, Engine Works, and Matthew Gutteridge, of East-street, both in the borough of Leicester, for the invention of "improvements in hay-making machines."
- On their several petitions, recorded in the Office of the Commissioners on the 9th day of November, 1863.
2787. To Thomas Weston, of No. 5, Montague-street, Dublin, for the invention of "improvements in printing presses."
2788. To John Courad Habicht, of No. 4, South-street, Finsbury, London, Merchant, for the invention of "certain improvements in keyless watches."—A communication to him from abroad by Messieurs Frederic Parrot and Charles Martin, both of Montbéliard, France.
2789. To George Yates, of Wolverhampton, in the county of Stafford, Mechanic, for the invention of "improvements in machinery to be used in the manufacture of heel tips and toe tips and toe plates for boots and shoes."
2790. To John Ramsbottom, of Accrington, in the county of Lancaster, Engineer, for the invention of "improvements in machinery or apparatus for measuring and registering fluids and in obtaining motive power from the same."
2791. To Samuel John Bartlett, of Maidstone, in the county of Kent, Watch and Clock Maker, for the invention of "improvements in taps."
2792. To Henri Adrien Bonneville, Patent Agent of the British and Foreign Patent Offices, 24, Ru du Mont Thabor, Paris, in the Empire of France, for the invention of "an improved cowl or chimney pot."—A communication from Yves Marie Pouliquen, a person residing at Brest, in the Empire of France aforesaid.
2793. To François Castelnau, of Villefranche, Haute Garonne, in the Empire of France, for the invention of "improvements in the construction of two-wheeled vehicles or carriages."
2794. To James Mash, of Bowden, in the county of Chester, Engineer, for the invention of "improvements applicable to safety valves and pressure or temperature gauges."
2795. To Samuel Faulkner, of Blackley, in the county of Lancaster, Cotton Spinner, John Berry, of Newton Heath, in the said county, Gentleman, and George Harrison, of Blackley aforesaid, Mechanic, for the invention of "improvements in apparatus for grinding cards used in carding engines."
2796. To Samuel Faulkner, of Blackley, in the county of Lancaster, Cotton Spinner, for the invention of "improvements in carding engines."
2797. And to Joseph Cutler, of Gloucester-road, Upper Holloway, in the county of Middlesex, for the invention of "improvements in the construction of ornamental fountains."
- On their several petitions, recorded in the Office of the Commissioners on the 10th day of November, 1863.

2801. To Thomas Mellard Reade, of Liverpool, in the county of Lancaster, Architect, and Joshua Hewitt, of Stanley, near Liverpool aforesaid, Plumber, for the invention of "improvements in the apparatus for regulating and controlling the supply of water to water-closets and other purposes."
2802. To John Fottrell, of Liverpool, in the county of Lancaster, Merchant and Warehouse Owner, for the invention of "improvements in deodorising petroleum and other mineral oils."
2803. To Dan Dawson, of Milnsbridge Chemical Works, Huddersfield, in the county of York, for the invention of "improvements in the production of colours for dyeing."
2805. To Henry Melton, of Regent-street, in the county of Middlesex, Hatter to the Royal Family, for the invention of "improvements in shakos, military, and other hats and caps."
2807. To Matthew Stainton, of South Shields, in the county of Durham, Iron Founder, and Daniel Lawson, of South Shields, in the county of Durham, Pattern Maker, for the invention of "improvements in apparatus for steering ships and vessels."
2808. To William Clissold, of Dudbridge-works, near Stroud, in the county of Gloucester, Engineer, for the invention of "improvements applicable to machinery for opening, cleaning, preparing, and carding wool and other fibrous substances."
2809. And to George Haseltine, of the International Patent Office, No. 12, Southampton-buildings, Chancery-lane, county of Middlesex, Civil Engineer, for the invention of "improvements in endless chain horse-powers."—A communication to him from abroad by Stuart Perry, of New Port, county of Herkimer, State of New York, United States of America.
- On their several petitions, recorded in the Office of the Commissioners on the 11th day of November, 1863.

Erratum in Gazette of November 13, 1863.

2177. For "Charles Durant," read "Charles Durand."

Errata in Gazette of November 17, 1863.

1625. For "Manuel Leopold Jones Lavater," read "Manuel Leopold Jonas Lavater."

2319. For "Edmund François Rattier," read "Edmond François Rattier."

PATENTS WHICH HAVE BECOME VOID.

A LIST of the Letters Patent for Inventions which have become void by reason of the non-payment of the additional Stamp Duty of £50, before the expiration of the third year from the date of such Patents, pursuant to the Act of the 16th Vic., c. 5, sec. 2, for the week ending the 14th day of November, 1863.

2748. Jean Pierre Fittère, of Castlenau Magnoac, in the Department of the Hautes Pyrénées, in the Empire of France, Joiner, for an invention of "improvements in portable sawing machines."—Dated 8th November, 1860.
2749. Henry John Distin, of No. 9, Great Newport-street, Leicester-square, in the county of Middlesex, Musical Instrument Manufacturer, and Augustus Henry Siebe, of No. 12, Baker-street, Portman-square, in the said county, Watch and Clock Maker, for an invention of "improvements in instruments for determining the movement of musical compositions, and which are also applicable for other purposes."—Dated 8th November, 1860.

2750. William Frederick Henson, of New Cavendish-street, Portland-place, in the county of Middlesex, for an invention of "certain improved fabrics made entirely or partially of alpaca or mohair."—Dated 8th November, 1860.

2751. John Rollinson, of Pensnett, in the county of Stafford, Engineer, and William Rollinson, of Brierley-hill, in the county of Stafford, Engineer, for an invention of "an improvement or improvements in working the brakes of winding engines."—Dated 8th November, 1860.

2753. Francis Preston, of the city of Manchester, Engineer, and Thomas Kennedy, of Kilmarnock, in the county of Ayr, North Britain, Gunmaker, for an invention of "improvements in projectiles for fire arms and ordnance."—Dated 8th November, 1860.

2754. George Simpson, of Glasgow, in the county of Lanark, North Britain, Civil and Mining Engineer, for an invention of "improvements in pumps."—Dated 8th November, 1860.

2759. Charles Stevens, Manager of the British and Foreign Office for Patents, 1B, Welbeck-street, Cavendish-square, in the county of Middlesex, for an invention of "an improved machine for raising water."—Communicated to him from abroad by Jean Baptiste Guignes, of Marseille, in the Empire of France.—Dated 9th November, 1860.

2761. James Chesterman, of Sheffield, in the county of York, Engineer, for an invention of "improvements in tents, marquees, and other like articles, parts of which are applicable to umbrellas and parasols, also in machinery for manufacturing parts thereof."—Dated 9th November, 1860.

2764. William Charlton Forster, of Gibson-street, Lambeth, in the county of Surrey, Gentleman, for an invention of "an improved method of manufacturing soluble silicate of potash."—Dated 10th November, 1860.

2766. Thomas Barnabas Daft, of 2, Queen-square, Westminster, and William Pole, of 3, Storey's-gate, Westminster, for an invention, of "improvements in the fish joints of railways."—Dated 10th November, 1860.

2767. John Glen, of Glasgow, in the county of Lanark, North Britain, Engraver, for an invention of "improvements in machinery, apparatus, or means for engraving or producing printed surfaces."—Dated 10th November, 1860.

2768. Edward Brown Wilson, of Parliament-street, in the city of Westminster, Engineer, for an invention of "improvements in the manufacture of railway wheels, tyres, axles, and points and crossings, which improvements are also applicable to the manufacture of ordnance, tubes, and metal cylinders generally."—Dated 10th November, 1860.

2770. Frederick Walton, of Haughton Dale, Denton, near Manchester, for an invention of "improvements in insulating telegraphic conductors."—Dated 12th November, 1860.

2774. David Thomson, of Grosvenor-road, Pimlico, for an invention of "certain improvements in rotatory pumps for raising water and other liquids."—Dated 13th November, 1860.

2775. Marc Antoine François Mennons, of the British and Foreign Patent Offices, 39, Rue de l'Échiquier, Paris, in the Empire of France, for an invention of "an improved manufacture of coverings for the head."—A communication from Gustave Victor Roger, a person resident at Crouy-sur-Oureq, Departement de Seine-et-Marne (France).—Dated 13th November, 1860.

2776. Marc Antoine François Mennons, of the British and Foreign Patent Offices, 39, Rue de l'Echiquier, Paris, in the Empire of France, for an invention of "improvements in the motive mechanism of cabinet organs and other cylinder musical instruments of that class."—A Communication from Lodovico Gavioli, a person resident at Paris.—Dated 13th November, 1860.
2777. Mathieu Louis Henrionnet and Léopold Octave Boblique, of 39, Rue de l'Echiquier, Paris, in the Empire of France, for an invention of "improvements in the treatment of fossil and other mineral phosphates of lime."—Dated 13th November, 1860.
2778. Marc Antoine François Mennons, of the British and Foreign Patent Offices, 39, Rue de l'Echiquier, Paris, in the Empire of France, for an invention of "certain improvements in the construction of organ pipes."—A communication from Claudio Gavioli, a person resident at Paris.—Dated 13th November, 1860.
2780. Alfred Vincent Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Mechanical Draughtsman, for an invention of "an improved construction of feathering paddle wheel."—Communicated to him from abroad by Byron Densmore, of Brockport, in the county of Monroe, and State of New York, in the United States of America.—Dated 13th November, 1860.
2783. John Jukes, of 97, Newgate-street, in the city of London, for an invention of "improvements in stoves and fire places."—Dated 13th November, 1860.
2784. Luigi Saccardo, of Schio, Venetia, Gentleman, for an invention of "an improved apparatus and arrangement of paper for the substitution of this latter instead of the cards of jacquard looms."—Dated 13th November, 1860.
2786. William Clark, of 53, Chancery-lane, in the county of Middlesex, Engineer and Patent Agent, for an invention of "improvements in looms."—Communicated to him from abroad by Mr. Benoît Barlet, of 29, Boulevard St. Martin, Paris, Manufacturer.—Dated 13th November, 1860.
2787. William Brookes, of 73, Chancery-lane, in the county of Middlesex, Patent Agent, for an invention of "improvements in means or apparatus employed in weaving."—Communicated to him from abroad by Julius Boeddinghaus, of Elberfeld, in the Kingdom of Prussia.—Dated 14th November, 1860.
2793. Theophilus Alexander Blakely, Captain, half-pay, Royal Artillery, of Holywood, county Down, for an invention of "an improved method of increasing the strength of steel and wrought iron."—Dated 14th November, 1860.
2794. Robert Hodgson Gratrix, of Salford, in the county of Lancaster, Dyer and Printer, for an invention of "improvements in obtaining colouring matters for dyeing and printing."—That the same is the result partly of a communication made to him from abroad by Matthias Paraf, of Thann, in the Empire of France, and partly of invention and discovery made by him.—Dated 14th November, 1860.
2796. James Andrew Bruce, of Leamington, in the county of Warwick, and George Hallen Cottam, of St. Pancras Iron Works, Old St. Pancras-road, in the county of Middlesex, for an invention of "improvements in hay racks."—Dated 14th November, 1860.
2797. John Fry Reeves, of 11, Walpole-street, Chelsea, in the county of Middlesex, Gentleman, for an invention of "improvements in the manufacture of paper."—Dated 14th November, 1860.
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- A** LIST of the Letters Patent for Inventions which have become void by reason of the non-payment of the additional Stamp Duty of £100, before the expiration of the seventh year from the date of such Patents, pursuant to the Act of the 16th Vic., c. 5. sec. 2, for the week ending the 14th day of November, 1863.
2629. William Porter, of No. 9, Lansdowne-villas, Brompton, Middlesex, Civil Engineer, for an invention of "improvements in the grinding of cements and other substances, and in the construction of millstones for the same."—Dated 8th November, 1856.
2641. Andrew Barlow, of Shirley, in the county of Hants, Brewer, for an invention of "improvements in mashing apparatuses."—Dated 10th November, 1856.
2645. James Somerville, of Glasgow, in the county of Lanark, North Britain, Manager, for an invention of "improvements in weaving."—Dated 10th November, 1856.
2648. William Smith, of 10, Salisbury-street, Adelphi, Civil Engineer, for an invention of "improvements in machinery for sewing cloth and other materials."—Communicated to him from Edward Howard and others, of Massachusetts, U. S.—Dated 11th November, 1856.
2650. William Clark, of 53, Chancery-lane, in the county of Middlesex, Engineer, for an invention of "improvements in the manufacture of barytes and strontian and their salts, and in their application to various purposes."—Dated 11th November, 1856.
2657. Julian Bernard, of the Albany, Piccadilly, the county of Middlesex, Gentleman, for an invention of "improvements in the manufacture or production of boots and shoes, or coverings for the feet, and in the machinery or apparatus employed in such manufacture."—Dated 11th November, 1856.
2668. Richard Archibald Brooman, of 166, Fleet-street, in the city of London, Patent Agent, for an invention of "improvements in the preparation of fibres for spinning, and in machinery employed therein."—Communicated to him by H. Hofer, a foreigner residing abroad.—Dated 12th November, 1856.
2671. William Green, Junior, of Framwellgate Colliery, near Durham, in the county of Durham, Colliery Viewer, and Thomas Storey, of the same place, Engine Wright, for an invention of "improvements in machinery or apparatus for washing or cleaning coal."—Dated 12th November, 1856.
2674. Charles Wastell Dixey, of 3, New Bond-street, in the county of Middlesex, of the firm of C. W. Dixey and Co., Opticians, Mathematical and Philosophical Instrument Makers to Her Majesty, for an invention of "improvements in double opera glasses and other glasses of a similar nature."—Dated 13th November, 1856.
2680. John Kinniburgh, of the town and county of Renfrew, North Britain, Foundry Manager, for an invention of "improvements in moulding or shaping metals."—Dated 13th November, 1856.
2681. The Honourable William Erskine Cochran, of No. 5, Osnaburgh-terrace, Regent's-park, in the county of Middlesex, for an invention of "improvements in the permanent way of railways."—Dated 14th November, 1856.

In Chancery.

In the Matter of the Companies Act, 1862, and of the London and Westminster Wine Company (Limited).

BY an Order made by the Master of the Rolls in the above matter, dated the 14th day of November, 1863, on the Petition of Benjamin Standing, John Standing, and Charles Willis Turner, creditors of the Company, and Sir William Smith, Bart., a shareholder of the Company, it was ordered, that the said London and Westminster Wine Company (Limited) be wound up by this Court, under the provisions of the Companies Act, 1862; and it was ordered, that Charles Fitch Kemp, of No. 7, Gresham-street, in the city of London, be appointed Official Liquidator of the said Company.—Dated this 19th day of November, 1863.

Charles Mossop, No. 1, Ironmonger-lane, in the city of London, Solicitor for the said Petitioners.

In Chancery.

In the Matter of the Companies Act, 1862, and of the Huddersfield District Manufacturing Company (Limited).

BY direction of the Master of the Rolls, notice is hereby given, that the said Judge has appointed Monday, the 30th day of November, 1863, at half-past eleven o'clock in the forenoon, at his chambers, in the Rolls-yard, to make a Call on all contributories of the said Company, and that the Official Liquidator of the said Company proposes that such call shall be for one pound per share, allowing credit against such Call for all sums which have been paid up by any of such contributories upon the several shares held by them respectively in the said Company. All persons interested are entitled to attend at such day, hour, and place to offer objections to such Call.—Dated this 18th day of November, 1863.

In the Matter of the Adelphi Hotel Company (Limited), and in the Matter of the Companies Act, 1862.

BY an order made by the Master of the Rolls in the above Matter, dated the 7th day of November, 1863, on the Petition of George Albemarle Cator, of No. 21, Manchester-buildings, in the city of Westminster, it was ordered that the said Adelphi Hotel Company (limited) be wound up by this Court, under the provisions of the Companies' Act, 1862, and that the costs of the petitioner and the said Company of and relating to this petition be taxed by the Taxing Master, and be paid out of the estate of the said Company.

Thomas Westall, No. 3, Gray's-inn-square, Solicitor for the said Petitioner.

Witney Railway.

(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 for an Act for the following purposes, or some of them, that is to say:

To empower the Witney Railway Company (hereinafter called the Company) to raise a further sum of money by the creation of new shares, either with or without a preference or priority in payment of interest or dividend, or by borrowing

on mortgage or bond, or with such other rights and privileges attached thereto, as shall be provided by the intended Act.

To alter, amend, extend, and enlarge, or to repeal some of the powers and provisions of the several Acts of Parliament following, or some of them, relating to the Company (that is to say), local and personal Acts, 22nd and 23rd Victoria, cap. 46, and 24th and 25th Victoria, cap. 22.

To incorporate with the said intended Act all or some of the powers and provisions of the Companies Clauses Consolidation Act, 1845, and the Companies Clauses Act, 1863.

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 9th day of November, 1863:

Marriott and Jordan, 22, Parliament-street, Westminster, Solicitors for the Bill.

In Parliament—Session 1864.

Doncaster and Thorne Road.

(Continuation of Term; Repeal or Amendment of Act; and Alteration of Tolls.)

APPPLICATION is intended to be made to Parliament in the next Session for an Act to continue and extend the term, and to alter, amend, and enlarge all or some of the powers and provisions of an Act passed in the sixth year of the reign of His late Majesty King George the Fourth, intituled "An Act for making and maintaining a Turnpike-road from Doncaster, through Hatfield, to Baln Croft Barn, near Thorne, with one branch therefrom, 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.

And in the said Act powers will be taken to levy and collect tolls upon the said road, to alter or vary the tolls authorised by the existing Act; to vary the rate of interest on the mortgage debts charged on the credit of the tolls, to alter and regulate the application and expenditure of the monies arising from tolls, and to confer, vary, or extinguish exemptions from payment of tolls, and other rights and privileges.

And on or before the twenty-third day of December next, printed copies of the Bill for effecting the objects specified in this notice, or some of them, will be deposited in the Private Bill Office of the House of Commons.

Dated this fourth day of November, one thousand eight hundred and sixty-three.

William Johnson Fox, Solicitor for the Bill.

Marriott and Jordan, 22, Parliament-street, Westminster, Parliamentary Agents.

In Parliament—Session 1864.

Archway and Kentish Town Junction Road.

(Continuation of Term; Repeal or Amendment of Act; Alteration of Tolls; Provision as to Debt.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to alter, continue, and enlarge all or some of the powers and provisions of an Act of Parliament, passed in the third and fourth years of the reign of His Majesty King William the Fourth, intituled "An Act for continuing certain powers to the trustees of the road from Kentish Town to Upper Holloway, in the county of Middlesex," or to repeal the said

Act, and to grant other and more effectual powers instead thereof, and to continue and extend the term granted by the said Act, and to make further provisions with reference to the said road.

And in the said Act powers will be applied for to levy and collect tolls upon the said road, to alter the existing tolls, to confer, vary, and extinguish exemptions from payment of tolls; to alter and regulate the application of the monies arising from such tolls, and to confer, vary, and extinguish other rights and privileges.

And it is intended by the said Act, to provide for the payment of the principal, or some part of the principal, of the monies subscribed, and now due and owing in respect of the said road, to extin-

guish all arrears of interest, and any future claims thereto; to fix the proportion of tolls to be applied in payment of principal, and to make other arrangements with respect to the existing debt, and any other charges and liabilities upon the said road.

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 next.

Dated this 17th day of November, 1863.

W. and R. B. Baker, No. 3, Crosby-square, London, Solicitors.

Dyson and Co., No. 24, Parliament-street, Parliamentary Agents.

SUPPLEMENT TO

AN ACCOUNT, pursuant to the Act seventh and eighth Victoria, cap. 32, of the Average Amount of BANK NOTES, of the several Banks of Issue in ENGLAND and WALES, in Circulation during the Week ending Saturday, the 7th day of November, 1863.

The under-mentioned Parties having omitted to transmit their Accounts in proper time to be inserted in the Gazette of Tuesday, the 17th day of November, 1863.

| Name, Title, and Principal Place of Issue. | | | Average Amount. |
|--|-----|---------------|-----------------|
| Oxford Old Bank | ... | Parsons & Co. | £ 3,422 |

W. W. DALBIAC, Registrar of Bank Returns.

Inland Revenue, Somerset House, November 19, 1863.

BANK OF ENGLAND.

AN ACCOUNT, pursuant to the Act 7th and 8th Victoria, cap. 32, for the Week ending on Wednesday, the 18th day of November, 1863.

ISSUE DEPARTMENT.

| £ | | £ | |
|--------------|--------------------|-----------------------|--------------------|
| Notes issued | 27,375,940 | Government Debt | 11,015,100 |
| | | Other Securities | 3,634,900 |
| | | Gold Coin and Bullion | 12,725,940 |
| | | Silver Bullion | — |
| | <u>£27,375,940</u> | | <u>£27,375,940</u> |

Dated the 19th day of November, 1863.

M. Marshall, Chief Cashier.

BANKING DEPARTMENT.

| £ | | £ | |
|---|--------------------|---|--------------------|
| Proprietors' Capital | 14,553,000 | Government Securities (including Dead Weight Annuity) | 10,810,330 |
| Rest | 3,193,201 | Other Securities | 20,499,915 |
| Public Deposits (including Exchequer, Savings Banks, Commissioners of National Debt, and Dividend Accounts) | 6,451,850 | Notes | 6,278,470 |
| Other Deposits | 13,403,442 | Gold and Silver Coin | 693,662 |
| Seven days and other Bills | 680,884 | | |
| | <u>£38,282,377</u> | | <u>£38,282,377</u> |

Dated the 19th day of November, 1863.

M. Marshall, Chief Cashier.

WEEKLY RETURNS of the Quantities and Price of BRITISH CORN, IMPERIAL MEASURE, as received from the Inspectors and Officers of Excise in the following Cities and Towns in ENGLAND and WALES, from which the Prices that govern Duty are calculated conformably to the Act of the 5th Victoria, cap. 14.

5603

| MARKETS. | WHEAT. | | | BARLEY. | | | OATS. | | | RYE. | | | BEANS. | | | PEAS. | | |
|------------------------|------------|-----|-----------|---------|-----|------------|-------|-----|----------|------|-----|--------|--------|-----|----------|-------|-----|-----------|
| | Qrs. | Bs. | Price. | Qrs. | Bs. | Price. | Qrs. | Bs. | Price. | Qrs. | Bs. | Price. | Qrs. | Bs. | Price. | Qrs. | Bs. | Price. |
| London | 1839 | 0 | 4057 3 2 | 1360 | 0 | 2315 1 9 | 463 | 0 | 457 13 0 | — | — | — | 269 | 0 | 417 17 3 | 139 | 0 | 239 19 0 |
| Uxbridge | 226 | 0 | 516 14 0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Chelmsford | 2990 | 2 | 6396 10 6 | 2153 | 2 | 3771 3 5 | 143 | 2 | 132 3 9 | — | — | — | 227 | 0 | 365 8 6 | 138 | 3 | 239 10 10 |
| Colchester | 2225 | 2 | 4742 0 6 | 2787 | 1 | 4762 17 9 | 52 | 4 | 55 0 6 | — | — | — | 72 | 0 | 115 17 0 | 30 | 4 | 51 17 0 |
| Romford | 693 | 0 | 1467 4 8 | 555 | 0 | 963 12 6 | — | — | — | — | — | — | 40 | 0 | 75 10 0 | 38 | 0 | 74 15 0 |
| Chipping Ongar | None Sold. | | | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Saffron Walden | 391 | 0 | 750 9 4 | 1275 | 0 | 2205 18 0 | 70 | 0 | 61 5 0 | — | — | — | 16 | 0 | 25 8 0 | — | — | — |
| Braintree | 1267 | 1 | 2547 9 7 | 1362 | 2 | 2363 15 2 | 12 | 4 | 11 5 0 | — | — | — | 5 | 0 | 7 5 0 | 7 | 0 | 13 6 0 |
| Hertford | 137 | 5 | 270 17 10 | 236 | 4 | 440 7 0 | — | — | — | — | — | — | — | — | — | — | — | — |
| Royston | 435 | 0 | 836 13 0 | 1662 | 0 | 2863 1 0 | — | — | — | — | — | — | 10 | 0 | 18 0 0 | 5 | 0 | 9 0 0 |
| Bishop Stortford | 851 | 4 | 1634 17 0 | 3674 | 1 | 6471 4 7 | — | — | — | — | — | — | 14 | 0 | 23 2 0 | — | — | — |
| St. Albans | 49 | 3 | 99 2 6 | 69 | 1 | 116 2 3 | — | — | — | — | — | — | — | — | — | 7 | 0 | 11 7 6 |
| Hemel Hempstead | 53 | 0 | 108 1 0 | 17 | 0 | 25 10 0 | — | — | — | — | — | — | — | — | — | — | — | — |
| Hitchin | 97 | 4 | 186 4 0 | 1126 | 5 | 1992 9 7 | 32 | 0 | 32 0 0 | — | — | — | — | — | — | — | — | — |
| Aylesbury | 69 | 4 | 137 11 6 | 50 | 4 | 88 15 9 | — | — | — | — | — | — | — | — | — | — | — | — |
| Buckingham | 75 | 4 | 144 4 0 | 23 | 0 | 41 5 0 | — | — | — | — | — | — | 13 | 4 | 21 12 0 | — | — | — |
| High Wycombe | 22 | 0 | 39 12 0 | 115 | 4 | 215 8 6 | 20 | 0 | 19 0 0 | — | — | — | — | — | — | — | — | — |
| Newport Pagnel | 155 | 4 | 292 11 6 | 12 | 0 | 19 4 0 | — | — | — | — | — | — | 18 | 0 | 34 4 0 | — | — | — |
| Oxford | 188 | 0 | 394 2 6 | 290 | 4 | 530 5 0 | 20 | 0 | 19 5 0 | — | — | — | 40 | 0 | 68 2 6 | — | — | — |
| Banbury | 1126 | 2 | 2148 5 10 | 1608 | 0 | 2612 2 3 | 102 | 0 | 111 19 0 | — | — | — | 209 | 0 | 359 16 0 | — | — | — |
| Henley | — | — | — | 167 | 4 | 280 18 9 | — | — | — | — | — | — | — | — | — | — | — | — |
| Witney | 178 | 4 | 343 2 0 | 362 | 0 | 613 19 6 | 50 | 0 | 58 16 0 | — | — | — | — | — | — | — | — | — |
| Chipping Norton | 40 | 0 | 75 10 0 | 265 | 0 | 406 12 0 | — | — | — | — | — | — | — | — | — | — | — | — |
| Warminster | 701 | 4 | 1351 19 0 | 1410 | 0 | 2597 6 6 | 20 | 0 | 20 0 0 | — | — | — | 3 | 0 | 7 1 0 | — | — | — |
| Swindon | 774 | 0 | 1407 0 3 | 140 | 0 | 225 15 0 | — | — | — | — | — | — | 58 | 0 | 103 0 0 | — | — | — |
| Devizes | 1139 | 4 | 2152 18 6 | 716 | 0 | 1144 11 9 | — | — | — | — | — | — | — | — | — | 15 | 0 | 30 15 0 |
| Salisbury | 766 | 0 | 1472 15 9 | 659 | 0 | 1047 19 3 | 20 | 0 | 19 0 0 | — | — | — | — | — | — | — | — | — |
| Troubridge | 41 | 1 | 75 7 11 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Chippenham | 270 | 4 | 515 14 0 | 16 | 0 | 25 12 0 | — | — | — | — | — | — | — | — | — | — | — | — |
| Windsor | 24 | 0 | 57 0 0 | 34 | 4 | 66 5 6 | — | — | — | — | — | — | — | — | — | — | — | — |
| Reading | 827 | 2 | 1674 19 6 | 774 | 2 | 1474 12 10 | 20 | 0 | 21 10 0 | — | — | — | — | — | — | — | — | — |
| Abingdon | 198 | 0 | 406 11 0 | 371 | 0 | 693 9 0 | — | — | — | — | — | — | — | — | — | — | — | — |
| Maidenhead | — | — | — | 421 | 0 | 824 14 0 | — | — | — | — | — | — | — | — | — | — | — | — |

THE LONDON GAZETTE, NOVEMBER 20, 1863.

No. 22700.

Received in the Week ended
November 14, 1863.

| MARKETS. | WHEAT. | | | BARLEY. | | | OATS. | | | RYE. | | | BEANS. | | | PEAS. | | |
|-----------------------|-------------|--------|-----------|-------------|--------|-----------|-------------|--------|----------|-------------|--------|-------|-------------|--------|----------|-------------|--------|---------|
| | Quantities. | Price. | | Quantities. | Price. | | Quantities. | Price. | | Quantities. | Price. | | Quantities. | Price. | | Quantities. | Price. | |
| | Qrs. Bs. | £ | s. d. | Qrs. Bs. | £ | s. d. | Qrs. Bs. | £ | s. d. | Qrs. Bs. | £ | s. d. | Qrs. Bs. | £ | s. d. | Qrs. Bs. | £ | s. d. |
| Newbury | 795 | 0 | 1632 9 9 | 968 | 0 | 1641 13 6 | 69 | 0 | 64 0 6 | — | — | — | 22 | 0 | 42 10 0 | 37 | 0 | 62 1 0 |
| Wallingford | — | — | — | 368 | 0 | 648 7 0 | 35 | 0 | 32 5 0 | — | — | — | — | — | — | — | — | — |
| Guildford | 837 | 6 | 1862 4 0 | 308 | 4 | 550 17 0 | 57 | 4 | 53 11 6 | — | — | — | — | — | — | 33 | 4 | 60 14 6 |
| Croydon | None | — | Sold. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Kingston | 31 | 4 | 67 11 6 | 58 | 0 | 103 14 6 | — | — | — | — | — | — | — | — | — | — | — | — |
| Barking | 45 | 0 | 92 10 0 | 70 | 0 | 122 10 0 | 40 | 0 | 40 0 0 | — | — | — | — | — | — | — | — | — |
| Maidstone | 470 | 0 | 963 8 0 | 192 | 0 | 333 10 0 | 127 | 0 | 123 17 0 | — | — | — | 68 | 0 | 123 14 0 | 105 | 0 | 179 5 0 |
| Canterbury | 460 | 2 | 931 13 3 | 801 | 0 | 1438 15 6 | 30 | 0 | 30 0 0 | — | — | — | — | — | — | — | — | — |
| Canford | 303 | 0 | 615 14 0 | 139 | 0 | 240 18 0 | — | — | — | — | — | — | — | — | — | — | — | — |
| Canham & Rochester... | 72 | 4 | 157 1 6 | 17 | 0 | 24 13 0 | — | — | — | — | — | — | — | — | — | 30 | 0 | 49 10 0 |
| Deer | 48 | 0 | 96 0 0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Gravesend | None | — | Sold. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Aford | 252 | 4 | 535 15 6 | 103 | 0 | 176 7 0 | 43 | 0 | 38 14 0 | — | — | — | 9 | 0 | 13 10 0 | 8 | 0 | 12 16 0 |
| Chichester | 739 | 4 | 1515 10 9 | 701 | 0 | 1337 11 0 | — | — | — | — | — | — | 50 | 0 | 82 10 0 | — | — | — |
| Leves | 329 | 4 | 681 3 0 | 36 | 0 | 51 6 0 | 35 | 0 | 31 15 0 | — | — | — | 10 | 0 | 20 0 0 | — | — | — |
| Bye | 542 | 0 | 1136 8 6 | 46 | 0 | 69 0 0 | 45 | 0 | 45 0 0 | — | — | — | — | — | — | — | — | — |
| Brighton | 178 | 4 | 350 17 0 | 125 | 0 | 195 2 6 | 235 | 0 | 230 5 0 | — | — | — | — | — | — | 145 | 0 | 246 0 0 |
| East Grinstead | 85 | 4 | 176 12 0 | — | — | — | 24 | 0 | 23 8 0 | — | — | — | — | — | — | 24 | 0 | 39 16 0 |
| Battle | None | — | Sold. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Arundel | None | — | Sold. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Hastings | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Midhurst | 55 | 4 | 115 16 0 | 9 | 0 | 15 15 0 | 40 | 0 | 42 0 0 | — | — | — | 10 | 0 | 18 10 0 | — | — | — |
| Sturham | None | — | Sold. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Winchester | 397 | 0 | 774 15 6 | 208 | 0 | 376 5 5 | 60 | 0 | 70 0 0 | — | — | — | — | — | — | — | — | — |
| Andover | 301 | 0 | 600 19 6 | 250 | 0 | 447 11 0 | 16 | 0 | 16 4 0 | — | — | — | — | — | — | — | — | — |
| Reading | 1018 | 0 | 2022 18 6 | 732 | 0 | 1212 11 0 | 334 | 0 | 301 15 6 | — | — | — | 38 | 0 | 73 16 0 | — | — | — |
| Reading | None | — | Sold. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Reading | None | — | Sold. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Newport | 93 | 0 | 186 0 0 | 15 | 0 | 22 10 0 | — | — | — | — | — | — | — | — | — | — | — | — |
| Reading | 242 | 0 | 478 18 0 | 93 | 0 | 136 3 0 | — | — | — | — | — | — | — | — | — | — | — | — |
| Southampton | — | — | — | 100 | 0 | 161 15 0 | — | — | — | — | — | — | — | — | — | — | — | — |
| Portsmouth | None | — | Sold. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Christchurch | None | — | Sold. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Reading | 50 | 0 | 97 10 0 | 166 | 0 | 286 3 0 | — | — | — | — | — | — | — | — | — | — | — | — |
| Reading | 90 | 0 | 177 0 0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Dorchester | 276 | 4 | 543 1 6 | 400 | 0 | 703 4 0 | 78 | 0 | 83 12 0 | — | — | — | 40 | 0 | 85 0 0 | — | — | — |
| Reading | — | — | — | 116 | 0 | 204 16 0 | — | — | — | — | — | — | — | — | — | — | — | — |
| Reading | 215 | 0 | 413 1 0 | 40 | 0 | 57 0 0 | — | — | — | — | — | — | — | — | — | — | — | — |

Received in the Week ended
November 14, 1863.

| MARKETS. | WHEAT. | | | BARLEY. | | | OATS. | | | RYE. | | | BEANS. | | | PEAS. | | |
|----------------------------|-------------|-----|-----------|-------------|-----|-----------|-------------|-----|---------|-------------|-----|---------|-------------|-----|----------|-------------|-----|---------|
| | Quantities. | | Price. | Quantities. | | Price. | Quantities. | | Price. | Quantities. | | Price. | Quantities. | | Price. | Quantities. | | Price. |
| | Qrs. | Bs. | £ s. d. | Qrs. | Bs. | £ s. d. | Qrs. | Bs. | £ s. d. | Qrs. | Bs. | £ s. d. | Qrs. | Bs. | £ s. d. | Qrs. | Bs. | £ s. d. |
| Tetbury | 80 | 0 | 160 0 0 | 35 | 0 | 61 10 0 | | | | | | | | | | | | |
| Stow-on-the-Wold | | | — | 53 | 0 | 83 10 0 | | | | | | | | | | | | |
| Tewkesbury | None | | Sold. | | | | | | | | | | | | | | | |
| Cheltenham | None | | Sold. | | | | | | | | | | | | | | | |
| Dursley | 37 | 4 | 72 13 0 | | | | | | | | | | | | | | | |
| Northleach | 20 | 0 | 42 0 0 | 58 | 4 | 105 11 2 | | | | | | | | | | | | |
| Stroud | 87 | 0 | 182 16 4 | | | | | | | | | | | | | | | |
| Hereford | | | — | 53 | 1 | 85 11 0 | 37 | 4 | 33 15 0 | | | | | | | | | |
| Leominster | 130 | 0 | 259 14 6 | 71 | 7 | 107 13 4 | | | | | | | 25 | 0 | 51 6 8 | | | |
| Kington | 33 | 2 | 64 18 3 | 23 | 4 | 30 6 7 | | | | | | | 23 | 3 | 47 10 0 | 4 | 1 | 6 6 0 |
| Worcester | 282 | 1 | 554 17 8 | 219 | 0 | 384 0 8 | | | | | | | | | | | | |
| Bromsgrove | 106 | 1 | 212 13 6 | | | | | | | | | | 112 | 3 | 219 16 4 | | | |
| Kidderminster | 566 | 3 | 1128 9 10 | 82 | 1 | 150 19 10 | | | | | | | | | | 4 | 1 | 6 17 6 |
| Stourbridge | | | — | 204 | 2 | 374 16 0 | | | | | | | | | | 11 | 2 | 19 2 6 |
| Evesham | 21 | 4 | 40 0 0 | 41 | 4 | 56 16 0 | | | | | | | | | | | | |
| Shrewsbury | 75 | 7 | 148 4 6 | 192 | 5 | 351 3 8 | | | | | | | | | | | | |
| Ludlow | 188 | 7 | 372 11 8 | 35 | 6 | 55 2 0 | | | | | | | | | | | | |
| Newport | None | | Sold. | | | | | | | | | | 24 | 6 | 47 18 0 | 2 | 2 | 3 15 0 |
| Oswestry | 280 | 7 | 564 15 1 | | | | | | | | | | | | | | | |
| Wellington | 241 | 3 | 500 0 0 | 546 | 1 | 1029 8 3 | | | | | | | | | | | | |
| Wenlock | 53 | 6 | 98 12 0 | | | | | | | | | | | | | | | |
| Whitchurch | | | — | 55 | 5 | 96 15 0 | | | | | | | | | | | | |
| Market Drayton | None | | Sold. | | | | | | | | | | | | | | | |
| Stafford | 40 | 4 | 80 4 0 | 274 | 4 | 482 5 7 | 57 | 5 | 81 0 0 | | | | | | | | | |
| Burton-on-Trent | 189 | 0 | 337 0 0 | 1737 | 4 | 3247 14 7 | | | | | | | | | | | | |
| Lichfield | 48 | 6 | 99 15 0 | 25 | 0 | 45 0 0 | | | | | | | | | | | | |
| Newcastle under-Lyne | | | — | 204 | 1 | 350 6 4 | | | | | | | | | | | | |
| Stone | None | | Sold. | | | | | | | | | | | | | | | |
| Uttoxeter | 41 | 0 | 79 19 0 | | | | | | | | | | | | | | | |
| Walsall | None | | Sold. | | | | | | | | | | | | | | | |
| Wolverhampton | | | — | 492 | 0 | 900 0 9 | | | | | | | | | | | | |
| Chester | 553 | 6 | 1072 7 0 | | | | | | | | | | | | | | | |
| Nantwich | 19 | 0 | 36 12 0 | 47 | 0 | 72 10 0 | 36 | 2 | 33 0 0 | | | | | | | | | |
| Middlewich | None | | Sold. | | | | | | | | | | | | | | | |
| Four-Lane-Ends | None | | Sold. | | | | | | | | | | | | | | | |
| Congleton | None | | Sold. | | | | | | | | | | | | | | | |
| Macclesfield | None | | Sold. | | | | | | | | | | | | | | | |
| Stockport | None | | Sold. | | | | | | | | | | | | | | | |

Received in the Week ended
November 14, 1863.

| MARKETS. | WHEAT. | | | BARLEY. | | | OATS. | | | RYE. | | | BEANS. | | | PEAS. | | | | |
|------------------------|-------------|-----|--------|-------------|----|--------|-------------|------|--------|-------------|------|--------|-------------|----|--------|-------------|-----|--------|----|----|
| | Quantities. | | Price. | Quantities. | | Price. | Quantities. | | Price. | Quantities. | | Price. | Quantities. | | Price. | Quantities. | | Price. | | |
| | Qrs. | Bs. | £ | s. | d. | Qrs. | Bs. | £ | s. | d. | Qrs. | Bs. | £ | s. | d. | Qrs. | Bs. | £ | s. | d. |
| Watton | | | | | | 719 | 0 | 1195 | 15 | 0 | | | | | | | | | | |
| Diss | 525 | 3 | 1047 | 12 | 1 | 1156 | 4 | 2025 | 16 | 6 | | | | | | 19 | 0 | 34 | 1 | 6 |
| East Dereham | 918 | 0 | 1780 | 6 | 6 | 2786 | 4 | 4765 | 2 | 6 | 23 | 0 | 23 | 11 | 6 | | | | | |
| Harleston | 209 | 4 | 419 | 7 | 6 | 1165 | 0 | 2013 | 10 | 1 | | | | | | 8 | 4 | 14 | 12 | 6 |
| Holt | 122 | 0 | 242 | 18 | 0 | 512 | 6 | 852 | 9 | 6 | | | | | | | | | | |
| Aylesham | 40 | 6 | 78 | 7 | 9 | 32 | 4 | 50 | 7 | 6 | | | | | | | | | | |
| Fakenham | 1072 | 4 | 2107 | 14 | 4 | 5249 | 6 | 9113 | 5 | 9 | | | | | | | | | | |
| Northwalsham | 276 | 3 | 535 | 14 | 10 | 1087 | 3 | 1830 | 19 | 0 | 20 | 0 | 21 | 10 | 0 | | | | | |
| Swaffham | | | | | | 17 | 0 | 28 | 4 | 6 | | | | | | | | | | |
| Lincoln | 3226 | 0 | 6636 | 3 | 6 | 2473 | 0 | 4021 | 3 | 0 | 7 | 0 | 6 | 2 | 6 | | | | | |
| Gainborough | 832 | 0 | 1608 | 14 | 6 | 149 | 0 | 225 | 17 | 0 | | | | | | 6 | 0 | 9 | 18 | 0 |
| Glanfordbridge | 1740 | 0 | 3399 | 9 | 0 | 906 | 0 | 1425 | 7 | 0 | | | | | | 30 | 0 | 61 | 10 | 0 |
| Louth | 1607 | 0 | 3043 | 14 | 3 | 763 | 0 | 1179 | 7 | 6 | 551 | 0 | 457 | 11 | 0 | 12 | 0 | 24 | 0 | 0 |
| Boston | 4630 | 4 | 9177 | 6 | 3 | 530 | 4 | 822 | 18 | 9 | 571 | 0 | 507 | 12 | 6 | 44 | 0 | 77 | 15 | 6 |
| Steaford | 334 | 0 | 650 | 8 | 6 | 163 | 0 | 261 | 14 | 0 | | | | | | 90 | 4 | 169 | 2 | 3 |
| Stamford | 1260 | 0 | 2485 | 7 | 6 | 863 | 0 | 1507 | 8 | 0 | | | | | | | | | | |
| Spalding | 1599 | 0 | 3156 | 7 | 6 | 45 | 0 | 66 | 0 | 0 | 36 | 0 | 34 | 4 | 0 | | | | | |
| Barton-on-Humber | None | | Sold. | | | | | | | | | | | | | 157 | 0 | 297 | 0 | 6 |
| Bourne | None | | Sold. | | | | | | | | | | | | | | | | | |
| Grantham | 1145 | 4 | 2234 | 9 | 0 | 1797 | 0 | 3124 | 9 | 6 | | | | | | 65 | 0 | 127 | 10 | 0 |
| Grimsby | | | | | | 120 | 0 | 194 | 7 | 0 | | | | | | | | | | |
| Horncastle | 696 | 0 | 1358 | 13 | 0 | 1445 | 0 | 2341 | 1 | 6 | | | | | | | | | | |
| Market Raisin | 310 | 0 | 552 | 1 | 0 | 248 | 0 | 355 | 5 | 0 | | | | | | | | | | |
| Caistor | 60 | 0 | 111 | 0 | 0 | 262 | 0 | 401 | 0 | 0 | 34 | 0 | 28 | 1 | 0 | | | | | |
| Alford | 530 | 0 | 985 | 10 | 6 | 195 | 0 | 316 | 15 | 0 | 129 | 0 | 99 | 17 | 0 | | | | | |
| Holbeck | 221 | 0 | 441 | 14 | 0 | 60 | 0 | 90 | 0 | 0 | | | | | | | | | | |
| Long Sutton | 355 | 0 | 711 | 1 | 0 | | | | | | 35 | 0 | 33 | 5 | 0 | | | | | |
| Nottingham | 1582 | 0 | 3167 | 16 | 0 | 689 | 4 | 1226 | 4 | 3 | 104 | 0 | 106 | 19 | 6 | | | | | |
| Newark | 818 | 4 | 1630 | 7 | 0 | 1695 | 0 | 2858 | 13 | 8 | 98 | 0 | 100 | 17 | 11 | 116 | 0 | 236 | 4 | 0 |
| Mansfield | 106 | 1 | 219 | 9 | 3 | 162 | 4 | 268 | 13 | 6 | | | | | | 50 | 0 | 98 | 10 | 0 |
| Retford | 345 | 0 | 733 | 12 | 6 | 57 | 0 | 81 | 4 | 0 | | | | | | | | | | |
| York | 498 | 0 | 969 | 3 | 3 | 503 | 0 | 753 | 4 | 3 | 38 | 0 | 31 | 0 | 6 | | | | | |
| Leeds | 3605 | 3 | 7295 | 0 | 8 | 1986 | 4 | 3872 | 7 | 10 | 708 | 0 | 704 | 19 | 3 | | | | | |
| Wakefield | 4145 | 4 | 9054 | 15 | 3 | 470 | 4 | 777 | 3 | 0 | | | | | | 191 | 0 | 349 | 4 | 0 |
| Bridlington | 1164 | 3 | 2036 | 19 | 6 | 95 | 2 | 104 | 0 | 0 | | | | | | 10 | 0 | 21 | 0 | 0 |
| Beverley | 304 | 1 | 548 | 19 | 0 | 190 | 0 | 284 | 18 | 0 | 276 | 2 | 212 | 10 | 0 | | | | | |
| Howden | 57 | 0 | 104 | 9 | 8 | 23 | 0 | 30 | 17 | 4 | 40 | 0 | 35 | 0 | 0 | | | | | |
| Sheffield | 284 | 7 | 605 | 3 | 0 | | | | | | 7 | 0 | 7 | 14 | 0 | | | | | |
| | | | | | | | | | | | | | | | | 20 | 0 | 41 | 0 | 0 |

Received since week ended
November 14, 1863.

| MARKETS. | WHEAT. | | | BARLEY. | | | OATS. | | | RYE. | | | BEANS. | | | PEAS. | | |
|--------------------|-------------|---------|------------|-------------|---------|-----------|-------------|---------|----------|-------------|---------|----------|-------------|--------|----------|-------------|--------|--|
| | Quantities. | Price. | | Quantities. | Price. | | Quantities. | Price. | | Quantities. | Price. | | Quantities. | Price. | | Quantities. | Price. | |
| | Qrs. Bs. | £ s. d. | | Qrs. Bs. | £ s. d. | | Qrs. Bs. | £ s. d. | | Qrs. Bs. | £ s. d. | Qrs. Bs. | £ s. d. | | Qrs. Bs. | £ s. d. | | |
| Hull..... | 1195 | 4 | 2197 11 9 | 200 | 0 | 350 0 0 | | | | | | 80 | 0 | 133 | 0 | 0 | | |
| Whitby..... | 11 | 5 | 20 7 6 | | | | | | | | | | | | | | | |
| New Maiton..... | 1481 | 6 | 2634 14 2 | 1147 | 3 | 1461 19 2 | 312 | 6 | 250 16 0 | | | | | | | | | |
| Barnsley..... | 95 | 2 | 199 14 0 | | | | | | | | | | | | | | | |
| Bedale..... | None | | Sold. | | | | | | | | | | | | | | | |
| Bradford..... | None | | Sold. | | | | | | | | | | | | | | | |
| Doncaster..... | 777 | 7 | 1572 17 10 | 236 | 4 | 381 14 6 | 26 | 0 | 25 9 6 | 4 | 4 | 5 | 19 6 | 5 | 5 | 10 | 14 6 | |
| Knaresborough..... | 152 | 0 | 306 17 0 | 245 | 0 | 391 11 6 | | | | | | | | | | | | |
| Pickering..... | 231 | 0 | 402 11 0 | 59 | 3 | 52 14 0 | 28 | 2 | 22 19 0 | | | | | | | | | |
| Richmond..... | 50 | 2 | 102 16 3 | 12 | 0 | 15 4 0 | | | | | | | | | | | | |
| Ripon..... | 65 | 0 | 139 10 6 | 307 | 0 | 489 1 0 | 14 | 0 | 15 8 0 | | | | | | | | | |
| Selby..... | 310 | 1 | 610 12 9 | 542 | 4 | 838 6 0 | 46 | 0 | 37 19 0 | | | | | 10 | 0 | 18 | 15 0 | |
| Skipton..... | None | | Sold. | | | | | | | | | | | | | | | |
| Thirsk..... | 191 | 0 | 354 9 3 | 198 | 7 | 257 18 6 | | | | | | | | | | | | |
| Rotherham..... | 107 | 4 | 221 2 0 | 96 | 0 | 157 14 0 | | | | 13 | 5 | 16 | 1 9 | | | | | |
| Otley..... | None | | Sold. | | | | | | | | | | | | | | | |
| Thorne..... | None | | Sold. | | | | | | | | | | | | | | | |
| Liverpool..... | None | | Sold. | | | | | | | | | | | | | | | |
| Ulverstone..... | 21 | 3 | 46 1 6 | | | | 26 | 2 | 30 18 0 | | | | | | | | | |
| Lancaster..... | 18 | 3 | 41 9 0 | | | | | | | | | | | | | | | |
| Preston..... | 223 | 3 | 416 19 3 | | | | | | | | | | | | | | | |
| Wigan..... | 57 | 1 | 120 10 10 | | | | 86 | 0 | 86 1 2 | | | | | 4 | 3 | 7 | 5 0 | |
| Warrington..... | 24 | 0 | 42 14 0 | 215 | 0 | 342 4 2 | | | | | | | | | | | | |
| Manchester..... | None | | Sold. | | | | | | | | | | | | | | | |
| Bolton..... | None | | Sold. | | | | | | | | | | | | | | | |
| Blackburn..... | None | | Sold. | | | | | | | | | | | | | | | |
| Bury..... | No | | Return. | | | | | | | | | | | | | | | |
| Rochdale..... | None | | Sold. | | | | | | | | | | | | | | | |
| Appleby..... | 10 | 2 | 23 0 6 | 1 | 7 | 2 19 0 | 30 | 0 | 31 19 6 | | | | | | | | | |
| Kendal..... | | | | | | | 24 | 0 | 21 4 3 | | | | | | | | | |
| Carlisle..... | 112 | 6 | 233 18 4 | 24 | 4 | 30 8 3 | 128 | 0 | 136 15 8 | | | | | | | | | |
| Whitehaven..... | None | | Sold. | | | | | | | | | | | | | | | |
| Cockermouth..... | None | | Sold. | | | | | | | | | | | | | | | |
| Penrith..... | 188 | 4 | 443 8 6 | 73 | 4 | 112 4 3 | 133 | 4 | 137 12 3 | | | | | | | | | |
| Egremont..... | 15 | 6 | 35 19 3 | 1 | 1 | 1 19 0 | 15 | 3 | 17 13 8 | | | | | | | | | |
| Wigton..... | 127 | 7 | 283 6 0 | 21 | 0 | 29 2 6 | 54 | 6 | 58 17 0 | | | | | | | | | |
| Maryport..... | None | | Sold. | | | | | | | | | | | | | | | |
| Workington..... | None | | Sold. | | | | | | | | | | | | | | | |

| Received in the Week ended November 14, 1863. | WHEAT. | | | BARLEY. | | | OATS. | | | RYE. | | | BEANS. | | | PEAS. | | |
|--|-------------|--------|-------|-------------|--------|-------|-------------|--------|-------|-------------|--------|-------|-------------|--------|-------|-------------|--------|-------|
| | Quantities. | Price. | | Quantities. | Price. | | Quantities. | Price. | | Quantities. | Price. | | Quantities. | Price. | | Quantities. | Price. | |
| MARKETS. | Qrs. Bs. | £ | s. d. | Qrs. Bs. | £ | s. d. | Qrs. Bs. | £ | s. d. | Qrs. Bs. | £ | s. d. | Qrs. Bs. | £ | s. d. | Qrs. Bs. | £ | s. d. |
| Belford | None | Sold. | | | | | | | | | | | | | | | | |
| Hexham | 82 0 | 164 | 10 7 | 70 1 | 97 | 5 6 | 30 0 | 36 | 0 0 | | | | | | | | | |
| Newcastle | 1220 7 | 2502 | 5 11 | 835 1 | 1389 | 1 5 | 56 6 | 67 | 11 6 | | | | | | | | | |
| Morpeth | 214 0 | 409 | 9 0 | 6 0 | 9 | 0 0 | 6 0 | 6 | 4 0 | | | | | | | | | |
| Alnwick | 148 0 | 283 | 18 3 | 347 0 | 518 | 8 4 | 48 0 | 44 | 7 2 | | | | | | | | | |
| Barwick | 201 6 | 399 | 16 6 | 1871 4 | 2712 | 2 11 | 117 2 | 138 | 3 6 | | | | | | | | | |
| Durham | 105 4 | 198 | 5 6 | | | | | | | | | | | | | | | |
| Stockton | 573 0 | 1132 | 6 8 | | | | | | | | | | | | | | | |
| Darlington | 55 7 | 108 | 13 0 | 7 6 | 12 | 3 9 | | | | | | | | | | | | |
| Sunderland | 831 4 | 1672 | 15 5 | | | | 35 0 | 39 | 7 6 | | | | | | | | | |
| Barnard Castle | 79 0 | 166 | 11 4 | 24 6 | 39 | 19 4 | 11 5 | 13 | 6 8 | | | | | | | | | |
| Wolsingham | 59 4 | 128 | 18 4 | 33 2 | 54 | 8 11 | 20 0 | 23 | 6 8 | | | | | | | | | |
| Mold | 9 6 | 20 | 1 3 | 54 1 | 93 | 10 0 | | | | | | | | | | | | |
| Denbigh | 47 4 | 88 | 2 9 | 180 6 | 216 | 10 0 | 5 0 | 5 | 5 0 | | | | | | | | | |
| Wrexham | 111 4 | 216 | 11 6 | | | | | | | | | | | | | | | |
| Carnarvon | None | Sold. | | | | | | | | | | | | | | | | |
| Bangor | None | Sold. | | | | | | | | | | | | | | | | |
| Llanegfni | 10 0 | 20 | 0 0 | 33 6 | 55 | 12 0 | 74 6 | 57 | 3 0 | | | | | | | | | |
| Carwen | None | Sold. | | | | | | | | | | | | | | | | |
| Welshpool | None | Sold. | | | | | | | | | | | | | | | | |
| Newtown | None | Sold. | | | | | | | | | | | | | | | | |
| Haverfordwest | 33 2 | 61 | 12 3 | 41 2 | 51 | 14 4 | 106 3 | 68 | 0 7 | | | | | | | | | |
| Carmarthen | None | Sold. | | 100 2 | 157 | 1 2 | 57 4 | 41 | 19 2 | | | | | | | | | |
| Llandillo | None | Sold. | | | | | | | | | | | | | | | | |
| Swansea | None | Sold. | | | | | | | | | | | | | | | | |
| Cowbridge | None | Sold. | | | | | | | | | | | | | | | | |
| Cardiff | None | Sold. | | | | | | | | | | | | | | | | |
| Brecon | None | Sold. | | 60 2 | 93 | 16 0 | | | | | | | | | | | | |
| Knighton | None | Sold. | | | | | | | | | | | | | | | | |
| Grand Total | 112548 7 | | | 111539 5 | | | 10452 1 | | | 55 1 | | | 3888 7 | | | 1751 7 | | |
| General Weekly Average | | | | | 34 | 0-677 | | | | | | | | | | | | |
| Aggregate Average of Six Months | | | | | 34 | 1 | | | | | | | | | | | | |
| | | | | | 40 | 2 | | | | | | | | | | | | |
| | | | | | 18 | 9-004 | | | | | | | | | | | | |
| | | | | | 25 | 0-244 | | | | | | | | | | | | |
| | | | | | 36 | 5-242 | | | | | | | | | | | | |
| | | | | | 84 | 1-963 | | | | | | | | | | | | |
| | | | | | 28 | 5 | | | | | | | | | | | | |
| | | | | | 36 | 3 | | | | | | | | | | | | |
| | | | | | 35 | 2 | | | | | | | | | | | | |

Henry Fenton Jadis, Comptroller of Corn Returns.

Published by Authority of Parliament.

Board of Trade, Corn Department.

AN ACCOUNT of the Importations and Exportations of Bullion and Specie registered in the Week ended 18th November, 1863.

| Countries from which Imported. | Imported into the United Kingdom. | | | | | |
|--|-----------------------------------|-------------------|-----------|----------------|---------------|-----------|
| | GOLD. | | | SILVER. | | |
| | Coin. | Bullion. | Total. | Coin. | Bullion. | Total. |
| | Ounces. | Ounces. | Ounces. | Ounces. | Ounces. | Ounces. |
| France | ... | ... | ... | 110,400 | 161,030 | 271,430 |
| Victoria | 5,000 | 28,215 | 33,215 | ... | ... | ... |
| St. Thomas | 2,474 | 28,516 | 30,990 | 90,084 | 530,260 | 620,344 |
| United States | 26,672 | 7,355 | 34,027 | 2,328 | ... | 2,328 |
| Other Countries | 125 | ... | 125 | 7,168 | 399 | 7,567 |
| ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | ... | ... |
| Aggregate of the Importations registered in the Week ... } | 34,271 | 64,086 | 98,357 | 209,980 | 691,689 | 901,669 |
| Approximate Value of the said Importations computed at the rates specified below ... } | £ 131,398 | £ 238,409 | £ 369,807 | £ 53,718 | £ 190,575 | £ 244,293 |
| Rates of Valuation, per ounce | £ s. d. 3 15 0 | £ s. d. 3 10 0 | ... | s. d. 4 11½ | s. d. 5 6½ | ... |
| | 3 17 10½ | 4 0 0 | ... | 5 3½ | ... | ... |

| Countries to which Exported. | Exported from the United Kingdom. | | | | | | | |
|--|-----------------------------------|-------------------|-------------------|-----------|----------|---------------|---------------|---------|
| | GOLD. | | | SILVER. | | | | |
| | Coin. | | Bullion. | Total. | Coin. | | Bullion. | Total. |
| | British. | Foreign. | Ounces. | Ounces. | British. | Foreign. | Ounces. | Ounces. |
| Denmark | ... | ... | ... | ... | ... | 73,000 | 73,000 | |
| France | ... | ... | 41,500 | 41,500 | ... | 15,300 | 161,900 | |
| Spain and Canaries... .. | ... | ... | 6,500 | 6,500 | ... | 7,998 | ... | |
| Egypt | 39,486 | 3,050 | 11,050 | 53,586 | ... | 451,200 | 1326000 | |
| British North America | 5,140 | ... | ... | 5,140 | ... | ... | ... | |
| Mexico, South America (except Brazil), and the West Indies | ... | 2,107 | ... | 2,107 | ... | ... | ... | |
| Other Countries | ... | 1,000 | ... | 1,000 | ... | 20,000 | 20,000 | |
| ... | ... | ... | ... | ... | ... | ... | ... | |
| ... | ... | ... | ... | ... | ... | ... | ... | |
| ... | ... | ... | ... | ... | ... | ... | ... | |
| ... | ... | ... | ... | ... | ... | ... | ... | |
| ... | ... | ... | ... | ... | ... | ... | ... | |
| ... | ... | ... | ... | ... | ... | ... | ... | |
| ... | ... | ... | ... | ... | ... | ... | ... | |
| ... | ... | ... | ... | ... | ... | ... | ... | |
| Aggregate of the Exportations registered in the Week } | 44,626 | 6,157 | 59,050 | 109,833 | ... | 474,498 | 1580900 | |
| Approximate Value of the said Exportations computed at the rates specified below ... } | £ 173,762 | £ 23,474 | £ 222,914 | £ 420,150 | ... | £ 121,343 | £ 435,571 | |
| Rates of Valuation, per ounce | £ s. d. 3 17 10½ | £ s. d. 3 16 3 | £ s. d. 3 15 6 | ... | ... | s. d. 5 1½ | s. d. 5 6½ | |
| | ... | ... | ... | ... | ... | ... | ... | |

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

Office of the Inspector-General of Imports and Exports,
Custom House, London, 19th November, 1863,

Wilts and Gloucestershire Railway.

(Incorporation of Company; Construction of Railways from Christian Malford to the Great Western Railway, near Stroud; Working Traffic and other Arrangements with the Great Western, Midland, and Stonehouse and Nailsworth Railway Companies; Power to run over and use portions of Great Western Railway; Joint Stations; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to incorporate a Company (hereinafter called "The Company,") with the following, or some of the following among other powers, that is to say:—

To construct and maintain the following railways or some or one of them, or some part thereof, with all proper works, approaches, stations, and other conveniences connected therewith respectively, that is to say:—

1.—A railway called or to be called Railway A, and to be constructed on the broad gauge, commencing by a junction with the Great Western Railway, in the parish of Christian Malford, in the county of Wilts, at or near the bridge by which the said railway is carried over the public road leading from Foxham to Christian Malford, known as "Frog Lane," and which bridge (known as Frog Lane Bridge) is distant about 88 yards eastward from the 89 $\frac{3}{4}$ mile-post from London, and terminating (near Dudbridge), in the parish of Kingstanley, in the county of Gloucester, in a pasture field (being part of Stanley Park) belonging to Samuel Stephens Marling, Esq., and in the occupation of Joseph Vines, numbered 32, in the parish of Kingstanley, on the Parliamentary plans of the Stonehouse and Nailsworth Railway, at or near a point distant about 20 yards from the north-west side of the turnpike-road leading from Stanley's End to Dudbridge, and about 20 yards distant on the south-west side from the entrance gate of the yard of the Dudbridge Flour Mill, in the occupation of Samuel Sims, and which said intended railway will pass from, in, through, or into, or be situate within the several parishes, townships, extra-parochial, and other places following, or some of them, that is to say, Christian Malford, Seagry, Great, otherwise Broad Somerford, otherwise Somerford Magna, Little Somerford, otherwise Somerford Parva, Lea and Cleverton, otherwise Lea and Cleaverton, Rodbourne, Milbourne, Burton-hill, Malmesbury Saint Paul, Malmesbury the Abbey, Malmesbury St. Mary, otherwise Westport St. Mary, Brokenborough, Charlton, Bremilham, and Long Newnton, in the county of Wilts, and Tetbury, Charlton, Beverstone, Horsley, Chavenage, Avening, Minchinhampton, Nailsworth, Woodchester, Rodborough, Dudbridge, Selsley, and Kingstanley, in the county of Gloucester.

2.—A railway called or to be called Railway B, and to be constructed on the mixed gauge, commencing at the northern terminus of the said Railway A, and in continuation of and in connection therewith, and terminating in the parish of Stroud, in the county of Gloucester, by a junction with the Great Western Railway at or near a point distant 165 yards west from the 102 $\frac{1}{2}$ mile-post, and which said intended Railway B will pass from, in, through, or into, or be situate within the parishes, townships, extra-parochial, and other places following, or some of them, that is to say, Kingstanley, Selsley, Dudbridge, Rodborough, Stonehouse, Cainscross, Randwick,

Bisley, and Stroud, all in the county of Gloucester.

3.—A railway called or to be called Railway C, and to be constructed on the mixed gauge, commencing by a junction with the said intended Railway B, in the parish of Stonehouse, in the county of Gloucester, in an orchard belonging to and in the occupation of Samuel Phipps, at a point about 10 yards east of the public road leading from Randwick to Cainscross, and about 200 yards south of the bridge which carries the said public road over the Great Western Railway (known as Randwick Road Bridge), and terminating in the parish of Stroud, in the county of Gloucester, by a junction with the Great Western Railway at or near a point distant 165 yards west from the 102 $\frac{1}{2}$ mile-post, and which said intended Railway C will pass from, in, through, or into, or be situate within the parishes, townships, extra-parochial, and other places following, or some of them, that is to say, Stonehouse, Randwick, Disley, and Stroud, all in the county of Gloucester.

4.—A railway called or to be called Railway D, and to be constructed on the narrow gauge, commencing by a junction with the said intended Railway B, in a pasture field in the parish of Stonehouse, in the county of Gloucester, belonging to Samuel Stephens Marling, Esq., and in the occupation of Stephen Jefferies, situate between the Stroud-water navigation and the stream forming the head of water to Ebley Mills, at or near a point distant about 10 yards south from the towing path of the said navigation, and about 33 yards west from a public footway called Hilly Orchard, leading from the Cainscross road to Dudbridge, and terminating by a junction with the authorised line of the Stonehouse and Nailsworth Railway, in the parish of Kingstanley, in the field numbered 23, in the said parish of Kingstanley, on the Parliamentary plans of the said railway, belonging to Daniel Davis, as the committee of William Copner, a lunatic, in the occupation of Samuel Butt and Francis Skurray, at or near the distance of 2 miles 3 furlongs and 4 chains as marked and measured on the Parliamentary plans of the said railway, and which said intended Railway D will pass from, in, through, or into, or be situate within the parishes, townships, extra-parochial, and other places following, or some of them, that is to say, Stonehouse, Dudbridge, Selsley, and Kingstanley, all in the county of Gloucester.

To enable the Company and the Stonehouse and Nailsworth Railway Company, and the Midland Railway Company, or either of them, to make and carry into effect arrangements and agreements with reference to the construction of so much of the works for carrying the said intended Railway A as shall be adjoining or parallel to the railway of the last-mentioned company between Nailsworth and Dudbridge, and of the works of the Stonehouse and Nailsworth Railway between the same points; and also with reference to the construction, use, and management of joint stations at Nailsworth, Woodchester, and Dudbridge respectively, or other places between Nailsworth and Dudbridge; 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 stations at the expense of the Company and the Stonehouse and Nailsworth and the Midland Railway Companies, or either of such

last-named companies, jointly, or in such proportions as may be provided by the said intended Act, and for the management, use, and apportionment of the same, and for the appointment of a joint committee or joint committees with all usual and necessary powers for the regulation, control, and management of such stations.

To enable the Company and the Great Western Railway Company, the Midland Railway Company, and the Stonehouse and Nailsworth Railway Company, or the Company, and any or either of the said other Companies, to make and to carry into effect contracts and agreements for the construction, use, and management of a joint station at or near the junction of the said intended railways B and C with the Great Western Railway, with suitable approaches, works, and conveniences, for the accommodation of the traffic of the Companies parties to such contracts and agreements, 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 Great Western Railway Company, the Midland Railway Company, and the Stonehouse and Nailsworth Railway Company, or the Company, and any or either of the said other Companies, jointly, or in such proportions as may be provided by the said intended Act, 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 Stonehouse and Nailsworth Railway Company and the Midland Railway Company, or either of the last-named Companies, to make arrangements and agreements for lying down upon the said intended railways B and C respectively to the junction of the said intended railways respectively with the Great Western Railway, and also upon the said intended Railway D, a line or lines of rails so as to admit of the same being worked continuously with the said Stonehouse and Nailsworth Railway upon the narrow gauge: Also to enable the Company and the Great Western Railway Company and the Stonehouse and Nailsworth Railway Company, or the Company and either of the said other Companies, to make arrangements and agreements for laying down upon so much of the Great Western Railway as lies between the junction of the said intended Railways B and C respectively therewith and the Great Western Railway station at Stroud, and also upon and within the said station a line or lines of rails so as to admit of the same being worked continuously with the Stonehouse and Nailsworth Railway and the said intended railways B, C, and D upon the narrow gauge; or failing such agreement to enable the Company to lay down upon so much of the Great Western Railway as aforesaid, and upon and within the said Stroud station, a line or lines of rails so as to admit of the same being worked on the narrow gauge, and to execute and perform all such works as may be necessary for that purpose.

To purchase and take lands, houses, and other property, by compulsion or agreement, for the purposes of the said intended railways, stations, and works, or any of them, and to vary, repeal, or extinguish all existing rights and 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 railway and works.

To levy tolls, rates, and charges for or in respect of the use of the said intended railways and works, or any of them, and for the conveyance of passengers, animals, and goods thereon, and upon the portions of railway and the stations and works belonging to the Great Western Railway Company hereinafter described, to vary the tolls now authorised to be taken thereon, and to grant exemptions from such tolls, rates, and charges, and to confer other rights and privileges relating thereto.

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 Great Western Railway as lies between the junction therewith of the said intended railways B and C respectively and the Stroud station of the Great Western Railway, and also so much of the Great Western Railway as lies between the junction therewith of the said intended railway firstly above described at or near Christian Malford and the Chippenham station of the said Great Western Railway, and to run into and use the said stations at Stroud and Chippenham respectively, together with all sidings, stations, watering-places, and other works and conveniences, connected with the said portions of railway and the said stations respectively, upon payment of such tolls, rates, charges, rent, or other considerations as may be agreed upon, or as may be provided for and prescribed by the said intended Act.

And it is also proposed to take powers by the said intended Act to enable the Company, and the Great Western Railway Company, the Midland Railway Company, and the Stonehouse and Nailsworth Railway Company, or the Company, and any or either of the said Companies, to make and carry into effect arrangements and agreements with respect to the working and use by the said Companies or any or either of them of the said intended railways and works, or any of them or any part thereof, and with respect to the interchange of traffic passing over the respective railways of the above-named Companies, and the apportionment of the tolls and profits arising therefrom, and to enable the said Companies, or any or either of them, to apply any portion of their income or capital to the purposes of any such arrangements or agreements.

To make provision for facilitating the interchange and transmission of traffic from, to, and over the said intended railways and the railways belonging to the Great Western Railway Company, the Midland Railway Company, and the Stonehouse and Nailsworth Railway Company respectively; or any or either of them, and for securing through booking and through invoicing, 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 authorised to be levied or charged upon the said railways, or any of them, as may be necessary, and to authorise 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 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 local and personal Acts following, or some of them—that is to say, the several Acts relating to, or directly or

indirectly affecting the Great Western Railway Company—that is to say, 5th and 6th Wm. IV., cap. 107; 6th Wm. IV., caps. 36, 38, 77, and 79; 1st Vic. caps. 91 and 92 (1837), and 24 and 26 (1838); 2nd Vic. cap. 27; 3rd Vic. cap. 47; 3rd and 4th Vic., cap. 105; 4th and 5th Vic., cap. 41; 5th Vic., session 2, cap. 28; 6th Vic., cap. 10; 7th Vic., cap. 3; 7th and 8th Vic., caps. 68 and 99; 8th and 9th Vic., caps. 40, 42, 53, 115, 155, 156, 184, 188, 190, and 191; 9th Vic., cap. 14; 9th and 10th Vic., caps. 166, 181, 236, 239, 240, 250, 251, 274, 275, 278, 307, 308, 313, 315, 326, 335, 337, 338, 369, 383, and 402; 10th and 11th Vic., caps. 60, 72, 76, 80, 91, 101, 109, 144, 149, 154, 226 and 242; 11th and 12th Vic., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 12th and 13th Vic., caps. 6, 7, 55, and 85; 13th and 14th Vic., caps. 44, 98, and 110; 14th and 15th Vic., caps. 22, 48, 52, 53, 74, 81, and 131; 15th and 16th Vic., caps. 9, 117, 125, 133, 140, 145, 146, 147, 165, and 168; 16th and 17th Vic., caps. 121, 153, 175, 204, 209, 210, and 212; 17th and 18th Vic., caps. 108, 120, 158, 163, 192, 202, 204, 207, 209, 215, and 222; 18th Vic., caps. 11, 59, 69, 102, and 139; 18th and 19th Vic., caps. 98, 151, 171, 172, and 191; 19th and 20th Vic., caps. 109, 123, 126, and 137; 20th and 21st Vic., caps. 8, 24, 54, 96, and 158; 21st and 22nd Vic., caps. 90, 139, and 146; 22nd Vic., caps. 13, 132, 136, and 137; 22nd and 23rd Vic., caps. 1, 40, 64, 76, 105, 120, 134, and 138; 23rd and 24th Vic., cap. 69; 24th Vic., caps. 32 and 36; 24th and 25th Vic., caps. 73, 76, 81, 87, 133, 134, 143, 164, 167, 189, 204, 215, and 240; 25th and 26th Vic., caps. 58, 71, 109, 110, 127, 148, 190, 196, 198, 206, 218, 221, and 226; 23rd and 24th Vic., cap. 81; 24th and 25th Vic., cap. 212; 25th and 26th Vic., cap. 168; 8th and 9th Vic., cap. 184; 9th and 10th Vic., cap. 278; 11th and 12th Vic., caps. 59 and 133; 13th and 14th Vic., cap. 110; 15th and 16th Vic., cap. 145; 16th and 17th Vic., cap. 212; 17th and 18th Vic., caps. 207 and 209; 18th and 19th Vic., cap. 181; 19th and 20th Vic., caps. 126 and 137; 21st and 22nd Vic., cap. 123; 22nd and 23rd Vic., cap. 76; 23rd and 24th Vic., cap. 76; 9th and 10th Vic., cap. 303; 10th and 11th Vic., caps. 86 and 177; 16 and 17th Vic., caps. 178 and 179; 20th and 21st Vic., cap. 119; 21st and 22nd Vic., cap. 126; 16th and 17th Vic., cap. 184; 21st and 22nd Vic., cap. 142; 22nd and 23rd Vic., caps. 17 and 59; 16th and 17th Vic., cap. 227; 18th and 19th Vic., cap. 183; 19th and 20th Vic., cap. 111; 8th and 9th Vic., cap. 183; 9th and 10th Vic., caps. 300, 307, 315, 326, and 328; 15th and 16th Vic., cap. 133; 16th and 17th Vic., caps. 175 and 205; 17th and 18th Vic., cap. 222; 18th and 19th Vic., cap. 175; 20th and 21st Vic., cap. 116; 22nd and 23rd Vic., caps. 46 and 84; 23rd and 24th Vic., caps. 72, 82, 94, 127, and 128; 1st and 2nd Geo. IV., cap. 63; 6th Geo. IV., cap. 168; 3rd Wm. IV., cap. 70; 7th Geo. IV., cap. 53; 33rd Geo. III., cap. 112; 35th Geo. III., cap. 72; 39th Geo. III., cap. 60; 49th Geo. III., cap. 42; 55th Geo. III., cap. 30; 57th Geo. III., cap. 15; 1st and 2nd Geo IV., cap. 61; 24th and 25th Vic., caps. 22, 76, 144, 189, 197, 204, 213, 231, and 227; 25th and 26th Vic., caps. 14, 56, 109, 183, 198, 206, 208, 209; 212, and 226; 18th and 19th Vic., cap. 98; 21st and 22nd Vic., cap. 146; 22nd and 23rd Vic., cap. 22; 25th and 26th Vic., caps. 161, 167, and 178; and 26th and 27th Vic., caps. 113, 136, 151, and 198; the several Acts relating to the Midland Railway, that is to say, 7th and 8th Vic., caps. 18 and 59; 8th and 9th Vic., caps. 38, 49, 56, 90, and 181; 9th and 10th Vic., caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10th and 11th Vic., caps. 122, 135, 150,

191, 214, 215, and 270; 11th and 12th Vic., caps. 21, 88, and 131; 14th and 15th Vic., caps. 57, 88, and 113; 16th Vic., cap. 33; 16th and 17th Vic., cap. 108; 19th and 20th Vic., cap. 54; 22nd and 23rd Vic., caps. 40, 130 and 136; 23rd and 24th Vic., caps. 52, 65, 66 and 67; 24th and 25th Vic., caps. 106, 57, and 139; 25th and 26th Vic., caps. 81 and 91; and 26th and 27th Vic., caps. 74, 182, and 183; and the Stonehouse and Nailsworth Railway Act, 1863.

Duplicate plans and sections of the said intended railways and works, together with books 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 on or before the 30th day of November instant with the Clerk of the Peace for the county of Gloucester, at his office at Gloucester, and with the Clerk of the Peace for the county of Wilts, at his office at Wilton, 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 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.

J. T. and R. C. Paul and Rogers,
Tetbury.

Messrs. Jones and Forrester, Malmesbury.
T. M. and F. H. Croome, Cainscross,
Stroud.

Richard Helps and Son, Gloucester, and
37, Great George Street, Westminster.

Dated the 10th day of November, 1863.

North Staffordshire Railway (New Works).

(Powers for North Staffordshire Railway Company to make and maintain various railways in Staffordshire and Cheshire in connection with their Railway; also a Canal or Cut in Wolstanton parish; and to enlarge and improve part of the Trent and Mersey Canal; and to Purchase or Lease Sneyd's Railways and the railway made by the North Staffordshire Coal and Iron Company (Limited); Repeal of certain Provisions of "The Stafford and Uttoxeter Railway Act, 1862;" Agreements between North Staffordshire, London and North-Western, Midland, Great Western, Wellington and Drayton, and Nantwich and Market Drayton Railway Companies, and also and with other powers to the Duke of Bridgewater's Trustees; Increase of Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to authorize the North Staffordshire Railway Company (hereinafter called "The Company"), to make and maintain the following railways, canal, cut, and enlargement of navigation, or some or one of them, with all necessary and proper sidings, stations, approaches, wharves, basins, lock gates, works, and conveniences connected therewith respectively (that is to say):

No. 1. A railway commencing in the parish of Wolstanton, and county of Stafford, by a junction with the Silverdale and Newcastle Railway, at or near a point opposite to the booking office of the Silverdale station of that railway, and terminating in the parish of Barthomley,

and county of Chester, by a junction with the Crewe Branch of the North Staffordshire Railway, at or about two furlongs and half of another furlong east of the Alsager Station of that branch, and which said Railway No. 1 will pass from, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them (that is to say); Wolstanton, Knutton, Chesterton, Keele, Silverdale, Chatterley, Lycett, Madeley, Onnely or Onnelley, Audley, Talk-o'-the-Hill, Halmer End, Eardley End, Knowl End, Park End, Bignall End, Barthomley, Balterly, and Betley, or some of them, in the county of Stafford, and Barthomley and Alsager, or one of them, in the county of Chester:

No. 2. A railway, commencing in the parish of Keele, and county of Stafford, in a field belonging to Ralph Sneyd, Esquire, and abutting upon the north side of the Honeywall Farm House and buildings, and bounded on the north-west by the fence dividing the parishes of Madeley and Keele by a junction there with an intended line of railway from the Silverdale and Newcastle Railway to the highway leading from Whitmore to Madeley, and terminating in the parish of Madeley, and county of Stafford by a junction with Railway No. 1 at or near the house formerly the offices of the Lycett Collieries, belonging to the Right Honourable Hungerford Lord Crewe, and part of which house is in the occupation of Enoch Wilsher, and which said Railway No. 2 will pass from, through, or into the several parishes, townships, and extra-parochial and other places of Keele, Madeley, Lycett, and Onnely or Onnelley, or some of them, all in the county of Stafford:

No. 3. A railway, commencing by a junction with the Railway No. 1 in a field belonging to Sir Thomas Fenton Fletcher Boughby, Baronet, and adjoining at the northerly end thereof the Diglake Farm House, and terminating at or near the Bignall Hill Lower coal pit belonging to the representatives of John Wedgwood, and adjoining the highway leading from Audley to Bignall Hill, and which said Railway No. 3 will commence and terminate and be wholly situate in the township of Bignall End, in the parish of Audley, in the county of Stafford:

No. 4. A railway, commencing in the parish of Audley and county of Stafford, at or near the Rookery Colliery belonging to the representatives of John Wedgwood, and by a junction there with the said Railway No. 1, and terminating in the parish of Audley, and county of Stafford, by a junction with the authorized branch railway belonging to Ralph Sneyd, Esquire, and mentioned or referred to as Branch Railway No. 1 in "Mr. Sneyd's Railway Act, 1861," at or near the Jamage Road, numbered 12 on the plans of the said Branch Railway, which said Railway No. 4 will pass from, through, or into the several parishes, townships, and extra-parochial and other places of Audley, Talk-o'-the-Hill, Bignall End, Halmer End, Knowl End, and Park End, or some of them, all in the county of Stafford:

No. 5. A railway, commencing in the parish of Wolstanton, and county of Stafford, by a junction with the railway belonging to Ralph Sneyd, Esquire, mentioned in and referred to by the said last-mentioned Act as the railway which at the eastern end thereof forms a junction with the North Staffordshire Railway at or about two furlongs from the point of such junction, and terminating in the parish of

Wolstanton, and county of Stafford, at or near the workshops and offices of the Chesterton Mining Company, Limited, and on the western side of the highway leading from Chesterton to Audley, and which said Railway No. 5 will pass from, through, or into the several parishes, townships, and extra-parochial and other places of Wolstanton, Chatterley, Knutton, and Chesterton, or some of them, all in the county of Stafford:

No. 6. A railway commencing in the parish of Wolstanton, and county of Stafford, by a junction with the Pottery Line of the North Staffordshire Railway, at or near the point where that railway crosses the brook dividing the townships of Tunstall and Chatterley, and terminating in the parish of Wolstanton, and county of Stafford, in a field belonging to Hugh Henshall Williamson, Esquire, and abutting on the south side of Mill-street, and adjoining the Soho Mills, and which said Railway No. 6 will pass from, through, or into the several parishes, townships, and extra-parochial and other places of Wolstanton, Oldcote, Tunstall, Chell, Great Chell, Little Chell, Sneyd, Ranscliff, Burslem, and Abbey Hulton, or some of them, all in the county of Stafford:

No. 7. A railway commencing in the parish of Wolstanton, in the county of Stafford, by a junction with the Pottery Line of the North Staffordshire Railway, at or about three furlongs north of the turnpike road at the Etruria Station of that railway, and terminating in the parish of Burslem, and county of Stafford, on the south side of Waterloo-road, at or near the point where that road crosses the boundary between the townships of Burslem and Rush-ton Grange, and which said Railway No. 7 will pass from, through, or into the several parishes, townships, and extra-parochial and other places of Wolstanton, Burslem, Stoke-upon-Trent, Rushton, Shelton, Rushton-Grange, Abbey-Hulton, and Cobridge, or some of them, all in the county of Stafford:

A canal or navigable cut, commencing in the parish of Wolstanton, and county of Stafford, from the navigation from the Trent to the Mersey, at or about two furlongs and three-quarters of another furlong south of the southern end of the Harecastle tunnels of the said navigation, and terminating in the parish of Wolstanton, and county of Stafford, in a plot of land belonging to Ralph Sneyd, Esquire, and numbered 125 on the plans of the Pottery Line of the North Staffordshire Railway referred to in the thirty-fourth section of "The North Staffordshire Railway Act, 1847," and which said canal or cut will pass from, through, or into the said parishes, townships, and extra-parochial and other places of Tunstall, Chatterley, and Wolstanton, or some of them, in the county of Stafford:

An enlargement and improvement, or several enlargements and improvements, of that part of the navigation from the Trent to the Mersey commencing in the parish of Runcorn, and county of Chester, at the junction thereof with the Bridgewater Canal at Preston Brook, and terminating in the parish of Sandbach, in the county of Chester, at or near the point where that navigation is crossed by the Sandbach Branch of the North Staffordshire Railway, and which said enlargement and improvement, or enlargements and improvements, and the works connected therewith, will be made through or into the several parishes, townships, and extra-parochial or other places of Runcorn, Darabury, Preston-on-the-Hill,

Dutton, Great Budworth, Aston, Aston by Budworth, Bartington, Little Leigh, Barnton, Anderton, Marbury, Northwich, Marston, Wincham, Lostock-Gralam, Davenham, Rudheath, Shurlach, Shipbrook, Whateroft, Middlewich, Croxton, Newton, Kinderton, Kinderton-cum-Hulme, Tetton, Moston, Elton, Sandbach, Wheelock, and Hassall, or some of them, all in the county of Chester :

And it is intended to supply the said intended canal or cut with water from the existing navigation from the Trent to the Mersey, at the point where the said canal or cut will form a junction with the said navigation :

And it is proposed by the said intended Act to authorize the North Staffordshire Railway Company to take or purchase by compulsion lands or buildings in the several parishes, townships, and places aforesaid, or some of them, for all or some of the purposes aforesaid ; also to authorize the North Staffordshire Railway Company to purchase lands and buildings by agreement, and to deviate from the lines and levels of the proposed railways as shown on the plans and sections hereinafter referred to ; and also to stop up, remove, alter, or divert, temporarily or permanently, all turnpike and other roads and highways, railways, tramways, bridges, rivers, and other waters and watercourses of every description, natural or artificial, sewers, pipes, buildings, and works within or near to the several parishes, townships, or places aforesaid which it may be necessary or convenient to stop up, remove, alter, or divert, for any of the purposes of the said intended Act, and to vary or extinguish all existing rights or privileges connected with any lands or buildings to be purchased or taken under the powers of the said Act, or with any road, highway, railway, tramway, bridge, river, watercourse, sewer, pipe, building, or work to be stopped up, removed, altered, or diverted as aforesaid, or which would or might otherwise prevent or obstruct any object or purpose of the Act being fully effected ; and to authorize the levying of tolls, rates, duties, and charges ; and to alter existing tolls, rates, duties, and charges ; and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges ; and to confer, vary, or extinguish other rights and privileges :

And it is proposed by the said intended Act to authorize the Company to purchase or lease the several railways following, or part or parts thereof, that is to say,—the railway in the parish of Wolstanton, in the county of Stafford, belonging to Ralph Sneyd, Esquire, of Keele Hall, in the parish of Keele, in the county of Stafford, and which railway at the eastern end thereof forms a junction with the North Staffordshire Railway ; and also, and whether before or after their completion, the extensions thereof in the parishes of Wolstanton and Audley, in the said county of Stafford, respectively mentioned or referred to as the Branch Railway No. 1 and the Branch Railway No. 2 in "Mr. Sneyd's Railway Act, 1861 ;" and also a certain other railway in the said parishes of Wolstanton and Audley, constructed by the North Staffordshire Coal and Iron Company, Limited, commencing from the terminus and made in continuation of the said last mentioned Branch Railway No. 2, to and terminating at or near the works of the said last-mentioned Company, with all or some of the sidings, points, turn-tables, and approaches to the said railways and branches respectively belonging ; and to incorporate such railways and branches with, and that they should form part of, the undertaking of the North Staffordshire Railway Company :

And it is intended by the said Bill to alter, amend, or repeal so much of "The Stafford and Uttoxeter Railway Act, 1862," as relates to the

user of certain portions of the North Staffordshire Railway, and of the stations, sidings, watering-places, works, and conveniences belonging to or connected with such portions of railway :

And it is proposed by the said intended Act to authorize the Company to raise additional capital by the creation of shares or stock, preferential, guaranteed, or otherwise ; and by mortgage ; and to regulate the authorized capital of the Company ; and to authorize the Company to keep the capital and moneys raised or expended for the purposes of or upon the said intended railways, or any or either of them, separate and distinct from the other capital and moneys of the Company ; and to apportion and apply the receipts and revenues of the Company derived wholly or in part from the said intended railways, or any or either of them, in or towards the maintenance and working thereof, and all or any charges affecting the same, and in payment of dividends and interest upon the capital and moneys so raised or expended as aforesaid, and to provide for the keeping of separate accounts, and all others necessary for carrying any such arrangement into effect, and also to apply to any of the purposes of the said intended Act any capital or funds now belonging or hereafter to belong to the Company :

And it is proposed by the intended Act to authorize, sanction, and confirm contracts, agreements, and arrangements made or to be made between the Company and the London and North-Western, Midland, Great-Western, Wellington and Drayton, and Nantwich and Market Drayton Railway Companies, and the Duke of Bridgewater's trustees, with respect to the construction, improvement, working, and use, management, and maintenance, of the undertakings of the said Companies and trustees respectively, including therein their railways, canals, navigations, and the stations, approaches, works, docks, wharfs, and conveniences connected therewith respectively, or any parts of the said undertakings, and also with respect to the costs, charges, and expenses attendant on such working, use, management, and maintenance, and the fixing, division, and apportionment of the rates, tolls, fares, and other receipts and charges upon such undertakings respectively, or any or either of them, or any part or parts thereof, and as to the conveyance, accommodation, and management of the traffic on the said undertakings respectively, or any of them, or any part thereof respectively, and the rates, tolls, fares, or sums of money to be charged or received or paid by the said Companies respectively, or any or either of them, for the use of the said undertakings, or any or either of them, or any part or parts thereof respectively, or the traffic thereof ; and for the fixing, apportionment, and division of such tolls, rates, fares, or other payments, or the payment of fixed sums or commuted tolls, and for the appointment of persons whether as joint committees, consulting committees, arbitrators, and umpires, or otherwise for carrying into effect such contracts, agreements, or arrangements, and the exercise by means of such persons of the rights, powers, and privileges vested in or belonging to such Companies respectively, or any or either of them, parties to such contracts, agreements, or arrangements :

And it is proposed by the said intended Act to enable the Duke of Bridgewater's trustees to raise money by mortgage or otherwise for, and to contribute towards the cost and expense of, the enlargement and improvement of the said navigation from the Trent to the Mersey, and of the works thereon and connected therewith :

And it is proposed by the said intended Act to authorize and empower the said Companies, or any two of them, to enter from time to time into con-

tracts, agreements, or arrangements for any of the objects and purposes aforesaid, and to confer on them respectively all such rights, powers, and privileges as may be necessary or expedient for more effectually carrying into effect any such contracts, agreements, or arrangements:

And it is proposed by the said intended Act to repeal or amend the several personal and local Acts following, or some of them (that is to say): 1 Will. IV. cap. 55; 9 and 10 Vict. cap. 85; 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; 23 Vict. cap. 42; and 26 and 27 Vict. cap. 158, relating to the North Staffordshire Railway Company; 8 and 9 Vict. caps. 36, 27, 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; 24 and 25 Vict. caps. 66, 110, 123, 128, 130, 208, and 223; 25 and 26 Vict. caps. 55, 66, 78, 98, 104, 118, 148, 171, 176, 198, 200, 208, and 209; and 26 and 27 Vict. caps. 5, 152, 177, and 217, relating to the London and North Western Railway Company; 7 and 8 Vict. caps. 18 and 59; 8 and 9 Vict. caps. 38, 49, 56, 90, and 181; 9 and 10 Vict. caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vict. caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vict. caps. 57, 88, and 113; 16 Vict. cap. 33; 16 and 17 Vict. cap. 108; 19 and 20 Vict. cap. 54; 22 and 23 Vict. caps. 40, 130, and 136; 23 and 24 Vict. caps. 52, 65, 66, 67, 72, and 91; 24 and 25 Vict. caps. 57, 106, and 139; 25 and 26 Vict. caps. 81, 90, 91, and 173; and 26 and 27 Vict. caps. 74, 132, and 133, relating to the Midland Railway Company; 5 and 6 Will. IV. cap. 107; 6 Will. 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. 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, 63, 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, 158, 163, 192, 202, 204, 207, 209, 215, and 222; 18 Vict. caps. 11, 59, and 69; 18 and 19 Vict. caps. 98, 171, and 191; 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. cap. 69; 24 Vict. caps. 32 and 36; 24 and 25 Vict. caps. 73, 76, 81, 87, 133, 134, 143, 164,

167, 189, 204, 215, and 240; 25 and 26 Vict. caps. 58, 71, 109, 110, 127, 143, 190, 196, 198, 206, 218, 221, and 226; and 26 and 27 Vict. caps. 113, 151, 168, and 172, relating to the Great Western Railway Company; 25 and 26 Vict. cap. 226, relating to the Wellington and Drayton Railway Company; 22 and 23 Vict. cap. 114; 23 and 24 Vict. cap. 3; and 24 and 25 Vict. cap. 71 (Mr. Sneyd's Act), relating to the Silverdale and Newcastle under Lyme Railway; 25 and 26 Vict. cap. 175, relating to the Uttoxeter and Stafford Railway Company; 10 Geo. II. cap. 22; 32 Geo. II. cap. 2; 33 Geo. II. cap. 2; 2 Geo. III. cap. 11; 6 Geo. III. cap. 17; 35 Geo. III. cap. 44; and 5 and 6 Vict. cap. 30, relating to the Duke of Bridgewater's Canal, or to his trustees; and "The Nantwich and Market Drayton Railway Act, 1861."

And notice is hereby also given, that a plan and section in duplicate of the intended railways, canal, cut, enlargements, and improvements, and the lands which may be taken under the compulsory powers of the Act, a book of reference to the plan, and a published map, with the lines of railway delineated thereon, showing their general course or direction, will be deposited with the clerk of the peace for the county of Stafford; at his office in Stafford; and with the clerk of the peace for the county of Chester, at his office in Chester; and 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 railways, canal, cut, enlargement, or improvement is intended to be made, or any land to be taken under the compulsory powers of the Act is situate, will be deposited in the case of a parish with the parish clerk of such parish at his residence, and 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 thirtieth November instant, and will be accompanied by a copy of this notice; and that printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the twenty-third day of December next.

Dated the 11th day of November, 1863.

Burchells, 5, Broad Sanctuary, Westminster.

Metropolitan Railway—(Extension to Trinity-square, Tower-hill).

(Extension of Metropolitan Railway from Finsbury to Trinity-square, Tower-hill; Capital Arrangements; Borrowing 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 for the following purposes, or some of them:—

To authorise the Metropolitan Railway Company (in this notice referred to as the Company) to make and maintain the following new line of railway, with all proper and convenient stations, and other works and conveniences connected therewith, or incident thereto, namely:—

A railway commencing in the parish of St. Giles Without Cripplegate, in the city of London, by a junction with the present authorised line of the Finsbury Extension of the Metropolitan Railway, at or near the point where the said authorised line is intended to cross Little Moorfields, and passing from, in, through, or into the several parishes, townships, and extra-parochial places of Saint Giles Without Cripplegate, Saint Stephen Coleman-street, Saint Botolph Without Bishopsgate, Saint Botolph Without Aldgate, the Holy Trinity Minorities, Saint Olive's Hart-street, All Hallows Barking, All Hallows Staining, or some of them, in the city of London, and the district or precinct of the Tower, the Holy Trinity Minorities, Saint Botolph Without Aldgate in the precincts of Saint Katherine, and

All Hallows Barking, or some of them, in the county of Middlesex, and terminating in the said parish of Saint Botolph Without Aldgate, in the city of London, at or near the point where the Blackwall Railway crosses Vine-street, leading from America-square to the Crescent, Minories.

To authorise the Company to purchase, by compulsion, lands, houses, and property required for the purposes of the intended railway and works, and to take or acquire compulsorily easements in, through, or under lands and houses; to levy rates, tolls, and duties for the use of the intended railway and works; and to confer rights and privileges, and exemptions from rates, tolls, and duties.

To authorise the Company to make lateral deviations from the line of the intended railways to the extent or within the limits shown on the plans hereinafter mentioned, and such alterations of the levels shown on sections beyond the limits authorised by the general Acts as may be necessary or expedient in constructing the railway where it interferes with or affects sewers, drains, or streets.

To authorise the Company to stop up, divert, or alter, whether temporarily or permanently, any roads, streets, squares, highways, courts, and passages that may be necessary for the purposes of the said intended railway and works, and to use and appropriate any road, street, court, square, or passage so stopped up, and to use or appropriate the under surface of any street, square, road, or lands traversed by or situated near the intended railway and works.

To authorise the Company to raise additional capital by the creation and issue of new shares or stock, either as a separate capital distinct from the existing capital of the Company, and either with or without stipulations for the ultimate amalgamation of the same with the existing capital, or to raise the additional capital, or any part thereof, as part of the ordinary capital of the Company, or, if they think fit, to attach any rights and privileges to any new shares or stock, whether in preference or priority of dividend over the ordinary capital of the Company, or as to payment of interest on capital for a limited period, or by way of primary charge on the new railway and works to be authorised by the Bill, or upon the profits thereof, or portion of the profits thereof, or otherwise, or upon such terms and conditions as the Company may find expedient, and to authorise the Company to raise money by mortgage, loan, or debenture stock, in such manner, and with or without any limitations as to the period of raising the same, and charged upon the undertaking of the Company, or any separate portion thereof, as may be provided in or under the powers of the intended Bill.

To incorporate with the Bill all or some of the provisions of "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863," "The Companies Clauses Consolidation Act, 1845," and "The Companies Clauses Act, 1863."

To alter, amend, and enlarge the powers and provisions of the several local and personal Acts, namely, 16 and 17 Vict., cap. 186; 17 and 18 Vict., cap. 221; 19 and 20 Vict., caps. 102 and 109; 20 and 21 Vict., cap. 125; 22 and 23 Vict., cap. 97; 23 Vict., cap. 58; 23 and 24 Vict., cap. 168; 24 and 25 Vict., caps. 133 and 233; 25 and 26 Vict., cap. 58; 26 and 27 Vict., cap. 165; and any other Acts relating to the Metropolitan Railway Company; to alter rates, tolls, and duties granted by the said Acts, or any of them, and to make applicable to the construction of the intended railway and works, and the purchase of

land and houses, and other objects of the Bill, all or some of the provisions of the said Acts relating to the Metropolitan Railway.

To authorise arrangements with the Metropolitan Board of Works, the Commissioners of Sewers for the City of London and the Liberties thereof, and any Vestry or District Board, with regard to the construction of any works or otherwise, and to authorise contracts or agreements by and between the Company and any Railway Company, whether with reference to any works to be constructed by the Company, the use of the works or lands of any of the Companies parties to the agreement, the conveyance of traffic on the intended railway, the apportionment of rates or charges for traffic, the payment of any fixed or contingent rent or contribution or otherwise, and to confirm any agreement which may have been entered into for any of those purposes.

The Bill will vary or extinguish rights and privileges in any way relating to or affected by the works proposed under the powers of the Bill.

Maps, plans, and sections, describing the direction, lines, and levels of the intended railway and works, and the lands, houses, and property which will or 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, 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 the Sessions House, Clerkenwell, and with the Clerk of the Peace for the City of London, at his office at the Old Bailey; 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 respective parishes aforesaid, in or through which the railway and works are intended to be made, or in which any lands or houses which will or may be taken are situate, with a copy of the said notice, will be deposited as follows: as regards any parish in the City of London, with the parish clerk of each such parish at his residence; and as regards the parishes and places in the county of Middlesex, with the clerk of the Whitechapel District Board of Works, at his office in that district.

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 1st day of November, 1863.

Burchells, 5, Broad Sanctuary, Westminster.

Tunstall Railway.

(Incorporation of Company; Construction of a Railway in the Parishes of Burslem and Wolstanton, Staffordshire; Powers to North Staffordshire Railway Company in reference thereto; Arrangement, Powers between New Company and North Staffordshire Railway Company; Levying Tolls; Amendment of Acts, &c.)

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

To incorporate a Company, herein called "The Company."

To make and maintain the following railway, with stations, works, and conveniences connected therewith, namely,—

A railway, commencing in the parish of Wolstanton, in the county of Stafford, by a junction with the main Pottery line of the North Staffordshire Railway, at or near to the northern end of the Burslem Station, and terminating in the said parish of Wolstanton, at the turnpike road from Newcastle-under-Lyme to Lawton, between Newfield Hall and Newfield Pottery, and near to the point where the said road is crossed by a tramway, constructed by Henry Clive, Esquire, and which said railway will pass from, through, and into the several parishes, townships, and extra-parochial places following, or some of them, that is to say: Burslem, Sneyd, Abbey Hulton, Wolstanton, Tunstall, Chell, Chatterley, Oldcote, and Ranscliff, all in the county of Stafford.

To incorporate with the said Act "The Lands Clauses Consolidation Act, 1845," "The Companies Clauses Consolidation Act, 1845," and "The Railway Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Companies Clauses Act, 1863," and "The Railway Clauses Act, 1863," with any modifications thereof which may appear expedient.

To enable the North Staffordshire Railway Company to make, maintain, use, and work the hereinbefore described railway, and to subscribe for, and hold shares in, the Company to be incorporated, to such an amount as may be prescribed in the said Bill, or otherwise, and for either of such purposes, to authorise the North Staffordshire Railway Company to apply the moneys which they have raised, or are authorised to raise, or to raise an additional, or a distinct capital, by the creation of new shares, with or without preference or priority in the payment of dividends, and by mortgage, or by either of those means; and to keep in respect of such capital, and the receipts and disbursements of and for the intended railway, separate accounts, and to make a separate division of profits, and to guarantee a fixed or other dividend or interest on the capital of the Company, or on the moneys applied in the construction of the intended railway.

To enable the Company and the North Staffordshire Railway Company to enter into contracts and arrangements with reference to the construction, working, maintenance, and use of the said intended railway and works, and as to the apportionment of the tolls in respect of traffic thereon, and the payments to be made by or to the North Staffordshire Railway Company for working or using the same, and to enable the North Staffordshire Railway Company to work and use such intended railway and works, or any part thereof, and to receive and levy rates and tolls in respect thereof.

And it is proposed by the said intended Act, to authorise deviations from the line and levels of the railway, as defined on the plans and sections hereinafter mentioned, and the stopping up, diversion, crossing under, over, or on the level, and the alteration of any turnpike-roads, railways, tramways, highways, canals, navigations, and rivers which may be interfered with by the said intended railway and works, and to authorise the Company to purchase by compulsion the lands and buildings in the several parishes, townships, and extra-parochial places aforesaid, or some of them, to be described on the plans hereinafter mentioned, and to purchase other lands by agreement, and to authorise the lease of lands, and the acquisition of any right or easement in or over the same, and to levy tolls, rates, duties, and charges, and to alter existing tolls, rates, duties, and charges, and to

confer, vary, or extinguish exemption from payment of tolls, rates, duties, and charges, and to confer, vary, or extinguish other rights and privileges.

And for the purposes aforesaid, powers will be taken to alter, amend, extend, and enlarge some of the provisions of the several local and personal Acts of Parliament following, relating to or affecting the North Staffordshire Railway, viz:— 1 Will. 4, cap. 55; 9 and 10 Vict., cap. 85; 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; 23 Vict., cap. 42, and 26 and 27 Vict., cap. 158.

And notice is hereby further given, that on or before the 30th day of November instant, duplicate plans and sections of the said intended railway and other works aforesaid, describing the lines and levels thereof, and the lands to be taken for the purposes thereof, with a book of reference to such plans, containing the names of the owners or reputed owners, lessors or reputed lessees, and occupiers of such lands, a published map, with the line of railway delineated thereon; and a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Stafford, at his office at Stafford; and that on or before the said 30th day of November instant, a copy of so much of the said plans and sections as relates to each of the parishes, and extra-parochial places aforesaid, in or through which the said railway and works are intended to pass, or be made, with a book of reference thereto, and a copy of this notice, as published in the London Gazette, will be deposited, in the case of each parish, with the parish clerk of such parish at his place of abode; and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his place of abode.

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 12th day of November, 1863.

Southwark and Vauxhall Water Company.

(Increase of Capital.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next Session, by the Southwark and Vauxhall Water Company, for an Act to alter and amend the provisions of "The Southwark and Vauxhall Water Act, 1852," and "The Southwark and Vauxhall Water Act, 1855," so far as the same respectively relate to the Share Capital and borrowing powers of that Company, and to empower the Southwark and Vauxhall Water Company to raise a further sum of money by the creation and issue of new shares, either with or without a guarantee or other preference or priority in the payment of dividend, or any other special rights or privileges attached thereto, and by borrowing, or by either of these means.

And notice is hereby further given, that, on or before the 23rd day of December, 1863, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated the 14th day of November, 1863.

Hargrove, Fowler, and Blunt, No. 3, Victoria-street, Westminster, Solicitors to the Company.

Mayfield Railway.

(Incorporation of Company for the Construction of a Railway from Mayfield to join the authorised line of the Tunbridge Wells and Hastings Branch of the South-Eastern Railway at or near Withernden Bridge Station, with all usual Powers, and for other Purposes connected therewith.)

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 termed "The Company"), and to enable them to make and maintain a railway, with stations, approaches, and other necessary works and conveniences connected therewith, commencing at, in, or near to a certain field in the parish of Mayfield, in the county of Sussex, in the occupation of William Styles, forming part of a farm known by the name of "Meerc's Farm," at a point abutting upon the public road leading from Mayfield to a place called "Five Ashes," passing thence through or into the several parishes, townships, extra-parochial and other places following, that is to say, Mayfield, Burwash, and Wadhurst, all in the county of Sussex, and terminating by a junction with the authorised line of railway of the Tunbridge Wells and Hastings branch of the South-Eastern Railway, at or near a point thereon, in the said parish of Wadhurst, situate at about 40 chains westward of the Withernden Bridge station of the said Tunbridge Wells and Hastings Branch Railway. And by the said intended Act powers will be applied for to purchase by compulsion or otherwise to acquire lands, houses, and other property for the purposes of the said intended railway and works, to alter, vary, or extinguish all existing rights and privileges connected with or incident to such lands, houses, and property, and to confer other rights and privileges.

To cross, stop up, use, alter, or divert, temporarily or permanently, streets, roads, tramways, railways, telegraphic apparatus, rivers, streams, watercourses, canals, and drains, so far as may be necessary or convenient, in the construction and maintenance of the said intended railway and works.

To levy and collect tolls, rates, duties, and charges upon, or in respect of, the use of the said intended railway or works, and to grant exemptions from the payment of such tolls, rates, duties, and charges.

The following Acts or portions thereof will be incorporated with, and form part of, the said intended Act; that is to say, "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."

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, or reputed owners, lessees, or reputed lessees, and the occupiers of such lands, houses, and other property, and also a published map with the line of railway delineated thereon, so far as to show its general course and direction, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Sussex, at his office at Lewes; and on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference

as relates to each of the said parishes of Mayfield, Burwash, and Wadhurst, will, together with a copy of this notice, published in the London Gazette, as aforesaid, be deposited for public inspection with the parish clerk of each such parish, at his residence; and in case of any extra-parochial place, with the parish clerk of the adjoining parish, at his residence.

And notice is hereby further given, that 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 fifth day of November, 1863.

Walmisley, Son, and Hardey, 5, Victoria-street, Westminster Abbey;

*Pagden and Co., 71, Mark-lane, City,
Joint Parliamentary Agents and Solicitors.*

Wandsworth and Fulham Bridge.

Incorporation of Company; Construction of Works, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to authorise and incorporate a Company, hereinafter termed "The Company." To construct and maintain a bridge over the River Thames for the passage of carriages, carts, horses, and passengers, with proper roads, approaches, streets, or highways thereto and therefrom, and with all necessary and convenient abutments, piers, walls, embankments, toll-houses, toll-gates, landing stairs, and other works and conveniences connected therewith, as follows (that is to say):

1. A bridge commencing in the parish of Wandsworth, in the county of Surrey, on the foreshore of the River Thames, at or near a point about 280 feet from the north-east of the east side of the abutment of the pier called "Wandsworth Pier," to a point directly opposite on the foreshore of the River Thames, in the parish of Fulham, in the county of Middlesex, at or near a part or portion of the Fulham Meadows, and on the west side of the osier beds, now in the occupation of Mr. Samuel Walden.

2. A road, approach, street, or highway to such bridge, commencing at the southern abutment of the proposed bridge, and running through, parallel, or curved with an existing road, street, or highway, called "Jews'-row," across the road called the "York-road," and the strip or piece of waste ground on the south-west side of "Jews'-row," aforesaid, in a southerly direction through or under the embankment of the "Richmond and Windsor Branch" of "The London and South Western Railway," to the high road leading from Wandsworth to London, called "Wandsworth-road," at a point about 40 feet from the north-west corner of the burial-ground, situated at the intersection of the said road called Wandsworth-road, and a road leading from East-hill to Wandsworth-common, the whole of which said road, approach, street, or highway is situate in the parish of Wandsworth, in the county of Surrey.

3. Two roads or approaches, streets, or highways to such bridge, commencing at the northern abutment of the proposed bridge, and running through or near the town meadows, market gardens, the eastern branch road, approach, street, or highway terminating at a point about 270 feet from the south-east corner of a public-house called the "Duke's Head," situate at the intersection of the road, street, or highway, called Peterborough-road, with King's-road; the western branch approach, road, street, or high-

way, terminating eastward, at a point about 60 feet from a public-house, called "Peterborough Arms," situate in the King's-road aforesaid, the whole of which said proposed two roads, branches, approaches, streets, or highways, are situate in the parish of Fulham, in the county of Middlesex.

4. To authorise the compulsory purchase of lands for the before mentioned purposes, or deviation from the lines and levels to be described on the plans and sections hereinafter mentioned.

5. To authorise the levying, collecting, and appropriation or application of any rates or increased rates, or of any annual or other sum or sums of money out of or in addition to the rates levied and collected, or hereafter to be levied and collected, under and by virtue of the powers and provisions of any or either of the local acts for the administration of the Poor Laws, or relating to the highways in the parishes of Wandsworth and Fulham respectively or otherwise, and to apply the same towards all or either of the before described intended roads, branches, approaches, streets, or highways, and also, so far as may be necessary for the purposes aforesaid, to repeal, alter, amend, or extend the powers and provisions of the said local Acts, or either of them.

6. To authorise the Company to levy tolls, rates, or duties upon, for, or in respect of the use of the said bridge, roads, branch roads, streets, highways, and approaches.

7. To alter any existing tolls, rates, or duties, to confer, vary, or extinguish exemptions from payments of tolls, rates, or duties, and to confer, vary, or extinguish other rights and privileges.

8. To incorporate with the proposed Act some of the provisions of "The Lands Clauses Consolidation Act, 1845," "The Companies' Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," and "The Companies' Clauses Act, 1863."

And notice is hereby also given, that on or before the 30th day of November instant there will be deposited for public inspection 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 county of Surrey, at his office at Lambeth, and at the office of the Metropolitan Board of Works, Spring-gardens, Charing Cross, Westminster, duplicate plans and sections, describing the lines, situations, and levels of the works before mentioned, and the lands through or into which the same may be made, and which are intended to be taken, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees, or reputed lessees, and occupiers of the lands which may be so taken, and a copy of this notice, as published in the London Gazette, and on or before the said 30th day of November instant, a copy of so much of such plans, sections, and books of reference as relates to each of the said parishes of Wandsworth and Fulham respectively, 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 residence, and a copy of so much of the said plans, sections, and books of reference as relates to the several parishes in, through, or into which the said bridge, roads, and approaches will be made or pass, with a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Wandsworth District Board of Works, at his office, at Wandsworth, and with the Clerk of the Fulham District Board of Works, at his office at Hammersmith.

And notice is hereby further given, that on or before the 23rd day of December next printed

copies of the proposed Act will be deposited in the Private Bill Office of the House of Commons. Dated this 12th day of November, 1863.

Walmisley, Son, and Hardey, 5, Victoria-street, Westminster Abbey, Parliamentary Agents.

Redruth and Falmouth Junction Railway.

(Incorporation of Company; Construction of Railways; Running Powers and Facilities over portions of the Railways of the Cornwall Railway Company; Working Arrangements with the Cornwall and West Cornwall 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 incorporate a Company for making and maintaining the railways hereinafter mentioned, or one of them, together with all necessary and convenient stations, approaches, bridges, roads, communications and other works, 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 of them, that is to say:—

1. A railway (No. 1), commencing in the parish of Perranarworthal, and county of Cornwall, by a junction with the Cornwall Railway, at or near a point thereon 4 chains or thereabouts northward from the northern end of the Ponsanooth viaduct, and terminating in the parish of Redruth and county of Cornwall at or near and on the southern side of the Redruth station of the West Cornwall Railway in a garden attached to a dwelling-house and shop, now or late in the occupation of Thomas Gray and James Williams;

2. A railway (No. 2), wholly in the parish of Redruth aforesaid, commencing from and out of the intended railway No. 1 at its termination as hereinbefore described, and terminating by a junction with a siding of the West Cornwall Railway, in the Redruth station, on the southern side of the down platform of such station; (which said intended railways will be made or pass from, in, through, or into the parishes, extra-parochial, and other places following, or some of them (that is to say): Perranarworthal, Stithians, Gwennap, St. Dye otherwise St. Day, and Redruth, all in the county of Cornwall.)

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

To purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments, for the purposes of such railways and works, and of the said intended Bill, and to vary or extinguish all rights and privileges, in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken.

To levy tolls, rates, and duties, upon or in respect of the intended railways and works, and upon the railways, stations, and works hereinafter mentioned belonging to other Companies, and to alter the existing tolls, rates, and duties which the other Companies respectively are now authorised to take, and to confer, vary, or ex-

tinguish exemptions from the payment of such tolls, rates, and duties.

And it is also intended by the said Bill to empower the Company, either by agreement or by arbitration, in case the parties differ about the same, or otherwise, to run over, work, and use, with their engines and carriages, and for the purposes of their traffic of every description so much of the lines of railway, stations, roads, platforms, water, water engines, sidings, machinery, works, and conveniences of the Cornwall Railway Company as lie between the point where the intended railway (No. 1) will join the Cornwall Railway and the terminus of that railway at Falmouth, together with the branch railway from the said Cornwall Railway, connecting that railway with the Falmouth Docks, and also to levy tolls, rates, and duties in respect of passengers and traffic conveyed over the before-mentioned portions of railway and branch, and to alter the tolls, rates, and duties now authorised to be taken thereon respectively.

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

To vary or extinguish all rights and privileges inconsistent with the objects of the Bill, and to confer, vary, or extinguish other rights and privileges.

And it is intended (so far as may be requisite or desirable for any of the purposes of the said Bill), to amend or repeal the provisions, or some of them, of the several Acts of Parliament following, that is to say (local and personal) 24 and 25 Vict., cap. 215; and 25 and 26 Vict., caps. 111 and 128, relating to the Cornwall Railway Company; 9 and 10 Vict., cap. 336; 13 and 14 Vict., cap. 98; 16 and 17 Vict., cap. 187; and 24 and 25 Vict., cap. 54, relating to the West Cornwall Railway Company.

And notice is hereby also given, that plans and sections of the proposed railways and works, with a book of reference to such plans, and a published map, with the lines of the proposed railways delineated thereon, and a copy of this notice, as published in the London Gazette, will on or before the 30th day of November, 1863, be deposited for public inspection with the Clerk of the Peace for the county of Cornwall, at his office at St. Austell, in the same 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 railways and works, or any part of them, are or is intended to be made, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection, in the case of each parish, with the parish clerk thereof, at his residence, and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence; and printed copies of the said intended Bill will be deposited in the Private Bill

Office of the House of Commons on or before the 23rd day of December next.

Dated this 9th day of November, 1863.

Tilly and Son, Falmouth, Solicitors for the Bill.

In Parliament—Session 1864.

Tendring Hundred Railway.

(Deviation in Extension to Walton; Construction of part of Wivenhoe and Brightlingsea Railway; Powers to Great-Eastern Railway Company; Drawback on Coals; Exemption from Tonnage Dues; Amendment of Colchester Navigation and Improvement, and of other Acts.)

NOTICE is hereby given, that the Tendring Hundred Railway Company (who are herein referred to as "The Company") intend to apply to Parliament in the next session thereof, for leave to bring in a Bill, for the following, or some of the following (among other) purposes:—

To enable them to abandon the construction of so much of the Railway "secondly" referred to in the 4th Section of "The Tendring Hundred Railway Extension Act, 1863," as is situate between a field in the parish of Kirby-le-Soken, numbered 39 on the deposited plans referred to in the said Act, and the termination of the said railway in the parish of Walton-le-Soken, and instead thereof to make and maintain, with all necessary works, stations, approaches, and conveniences connected therewith, a new or substituted line of railway commencing by a junction with the authorised extension of the Tendring Hundred Railway, in the said field in the said parish of Kirby-le-Soken, passing thence, through or into the parishes or some of the parishes of Kirby-le-Soken, Frinton, and Walton-le-Soken, in the county of Essex, and terminating in the said last-mentioned parish, at or near the private road called or known as Church-road, being the road leading from the Colchester and Walton public road to the Tower Field.

To authorise the Company to exercise all the powers which, by "The Wivenhoe and Brightlingsea Railway Act, 1861," are conferred upon the Wivenhoe and Brightlingsea Railway Company, as to the purchase of lands and the construction of works, with respect to so much of the Wivenhoe and Brightlingsea Railway as is authorised to be made from the Tendring Hundred Railway in the parish of Wivenhoe, to the point in the parish of Elmstead where, by the before-mentioned Act of 1863, the extension of the Tendring Hundred Railway to Weeley is authorised to commence; and to enable the Company to make the said portion of the Wivenhoe and Brightlingsea Railway at the cost and expense of the Wivenhoe and Brightlingsea Railway Company; and the Bill will contain all necessary provisions for the recovery of such costs and expenses, and it will, if needful, extend and revive the powers granted by the said Act of 1861, with respect to the compulsory purchase of lands required for the purposes of, and the Bill will extend the time granted by the said Act for the making of the before-mentioned portion of the said Wivenhoe and Brightlingsea Railway.

For the purposes of the said intended deviation, and of the portion of the Wivenhoe and Brightlingsea Railway before referred to, and the works connected therewith, and consequent thereon, it is intended to confer upon the Company, the following, or some of the following, among other powers, that is to say,

To exercise powers of deviation from the lines of railway to be delineated on the plans after mentioned to any extent within the limits of deviation to be shown upon such plans, and to acquire the whole or any part of the lands to be included within such limits.

To alter, stop up, and divert, streets, roads, thoroughfares, bridges, streams, pipes, sewers, and drains; to purchase by compulsion any of the lands, houses, and other property to be shown and numbered upon the said plans, and included within the books of reference to be deposited along with such plans, and to vary and extinguish all existing rights and privileges in any manner connected with such lands, houses, and property.

To levy tolls, rates, and charges, and to exercise other rights and privileges.

To enable the Company to apply their existing funds and any moneys which they have still power to raise to the purposes of the said Bill, and for the same purposes to raise additional capital by shares or 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 extend to the said deviation, and the said portion of the Wivenhoe and Brightlingsea Railway (*inter alia*) powers similar to those conferred by clauses 52 and 57 of the said Act of 1863, by which clauses the Great-Eastern Railway Company are authorised to subscribe towards, and they and the Company are empowered to agree for the working by the said Great Eastern Railway Company of the lines by the said Act authorised.

The Bill will also enable the Great-Eastern Railway Company to guarantee the payment of the interest of the mortgage and debenture debt for the time being of the Tendring Hundred Railway Company, and it will empower the Commissioners for the time being, elected or appointed under the 10 and 11 Vict., cap. 281, and who by such Act are empowered to levy a toll or tax upon all coals, culm or cinders landed at Wivenhoe or at the Hythe, at Colchester, or any place or places between Wivenhoe and the Hythe aforesaid, or between Wivenhoe and the Sea, to allow a remission or drawback of the said toll or tax in favour of all coals, culm or cinders which shall be conveyed by the railway or railways of the Company, and shall not enter or shall only pass through the town of Colchester or the liberties thereof.

It is also intended by the said Bill to alter, extend, and enlarge the powers and provisions of the several Acts of Parliament following, namely, of "The Tendring Hundred Railway Act, 1859;" "The Tendring Hundred Railway Act, 1862;" and "The Tendring Hundred Railway Extension Act, 1863;" relating to the Company, and particularly to alter the tolls authorised by the said Act of 1859 and the said Act of 1862, of "The Great-Eastern Railway Act, 1862;" "The Great-Eastern Railway (Additional Powers) Act, 1863;" and "The Great-Eastern Railway (Steam Boats) Act, 1863," relating to the Great-Eastern Railway Company; of "The Wivenhoe and Brightlingsea Railway Act, 1861," relating to the Wivenhoe and Brightlingsea Railway Company; of "The Mistley, Thorpe, and Walton Railway Act, 1863," relating to the Mistley, Thorpe, and Walton Railway Company; and especially to authorise and require the abandonment of so much of the railway authorised by that Act as lies between a point where that railway crosses the brook which divides Tendring from Thorpe and Walton, and lastly the before-mentioned Act of the 10th and 11th Victoria, cap. 281, and

particularly to alter the rates authorised by such Act, and to confer exemptions from such rates; and particularly to exempt all ships and vessels loading or discharging at the wharf or premises of the Company in Wivenhoe aforesaid, from all rates and duties leviable under such Act.

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 Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railway Clauses Consolidation Act, 1845;" and "The Railway Clauses Act, 1863."

Duplicate plans and sections, describing the lines, situation, and levels of the proposed deviation, and of the before mentioned portion of the Wivenhoe and Brightlingsea Railway, and the lands, houses, and other property in or through which they will be respectively made or which will be required for the purposes thereof, 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 intended 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 Essex, at his office in Chelmsford, and on or before the same day a copy of so much of the plans, sections, and book of reference as relates to each parish in or through which the intended works will be respectively made, or in which any lands, houses, or other property intended to be taken are 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 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, 1863.

F. B. Philbrick, }
Barnes and Neck, } Colchester, Essex,
Solicitors for the Bill.

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

Manchester, Sheffield, and Lincolnshire Railway.
(Steam Boats.)

(Power to Provide and Use Steam and other Vessels; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to confer upon the Manchester, Sheffield, and Lincolnshire Railway Company in the most full and ample manner, powers to build, purchase, hire, work, use, and let steam and other vessels of every or any description, and otherwise to provide for carrying passengers, animals, minerals, and goods between the several ports or places following, or some of them (that is to say) between Great Grimsby, in the county of Lincoln and Rotterdam, Antwerp, Hamburg, Bordeaux, Dieppe, Dunkirk, Flushing, Lubeck, Stockholm, Copenhagen, Revel, Cronstadt, St. Petersburg, and Königsberg, and to take and levy tolls, rates, duties, and charges, and to have

and exercise all or any other powers in reference to such steam or other vessels, and for the carrying of passengers and traffic between the before-mentioned ports or places.

And it is proposed by the said intended Act to authorise the said Company, for the purposes aforesaid, to raise further sums of money by the creation of shares or stock, with or without preferential or guaranteed dividends, or by mortgage, or to apply any moneys already authorised to be raised by them, or which may be under their control, and to vary or extinguish all existing rights and privileges which would or might prevent or hinder the objects and purposes of the said intended Act, or any of them, being carried into effect, and to confer other rights and privileges.

So far as may be necessary for the objects and purposes of the said intended Act, it is proposed to alter, amend, and enlarge the powers and provisions of the several Acts following, as well as of any other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company, namely (local and personal): 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; 24 and 25 Vict., cap. 86; and 25 and 26 Vict., caps. 91, 112, 129, 211, and any other Acts relating to that Company.

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

Dated this 10th day of November, 1863.

J. R. Lingard, Manchester, Solicitor to the Company.

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

West London Docks and Warehouses.

(Alteration of Works and of Limits of Deviation—Tramways—Junction with London Brighton and South-Coast Railway—User of Junction by other Companies—Stopping up Roads—Increase of Capital and Borrowing Power—Change of Company's Name—Further Powers—Amendment of Acts.)

NOTICE is hereby given, that it is intended to apply to Parliament in the next Session for an Act for the West London Docks and Warehouses Company (Limited), for all or some of the following purposes, to wit:—

1.—To alter, extend, and enlarge a portion of the limits of deviation within which the works authorised by "The West London Docks and Warehouses Act, 1863," may be executed, so that such portion of those limits, instead of being the limits shewn on the plan deposited for the purposes of that Act with the Clerk of the Peace for the county of Surrey, as expressed in section 15 of that Act, shall in that particular respect be the following limits, to wit:—An imaginary Line commencing at the point where the authorized Limit of Deviation is shewn on the said plan, deposited with the Clerk of the Peace for the county of Surrey, to cross the Southern Boundary Fence of the London and South Western Railway at a distance of ninety three yards, or thereabouts, westward of the road called the "New Road" running thence in an easterly direction along such southern boundary fence of

the London and South Western Railway, for a distance of ninety three yards, or thereabouts, running thence along the western side of the said "New Road," in a southerly direction for a distance of two hundred and eighty three yards, or thereabouts, and terminating at the point where the said authorized Limit of Deviation is shewn on the said deposited plan, as crossing such western side or boundary of the "New Road" aforesaid, and which alteration, extension, or enlargement of the said Limits of Deviation will be wholly situate in the parish of Saint Mary, Battersea, in the county of Surrey.

2.—To authorise the Company to make the bridge, or arch, under the London and South Western Railway, which was authorized by the said Act of 1863, with such a headway and of such span as to admit the passage through it of the tramways and sidings, hereinafter described, as well as of the canal, so that the opening shall be in the whole not exceeding 60 feet in width, and by means of one span or two spans as Parliament shall think fit and determine, and with all proper and sufficient works and conveniences connected therewith.

3.—To modify the provisions of section 28 of the said Act of 1863, for the protection of the London and South Western Railway Company.

4.—To authorise the Company to lay down, make, maintain, and use, within the intended limits of deviation, and in connexion with the docks, warehouses, and other works, authorised by the said Act of 1863, tramways and sidings and works and conveniences connected therewith.

5.—To authorise the Company to make, maintain, and use a junction of the intended tramways and sidings, with the present Line of the London, Brighton and South Coast Railway, at or near to a point three chains southward, from the southern face of the Bridge, carrying the York or Battersea-road over that Railway with proper and sufficient works and conveniences connected therewith.

6.—To authorise the Company to stop up permanently the whole of the roads numbered respectively 10 and 21 on the plans deposited for the purposes of the said Act of 1863.

7.—To authorise the Company to alter and raise the York or Battersea Road three feet, commencing at its Junction with the "Prince of Wales Road," at a point 17 yards, or thereabouts, from the western end of Prince's Terrace, measured in a westerly direction, and terminating at the western end of the approach to the Bridge, carrying the "York" or "Battersea Road" over the London, Brighton and South-Coast Railway, at a point 730 yards, or thereabouts, westward of such commencement as aforesaid, measured along the centre of the road, such alteration being wholly situate in the parish of Saint Mary, Battersea, in the county of Surrey.

8.—To authorise the Company to purchase, or acquire by compulsion or agreement, lands and houses for the purposes of the intended Act.

9.—To authorise the Company to alter, divert, or stop up either temporarily or permanently, roads, ways, streams, sewers, and other works and conveniences.

10.—To confer, vary, and extinguish all such rights or privileges as it may for any of the purposes of the intended Act be found expedient to confer, vary, and extinguish respectively.

11.—To provide for the user by the London, Brighton and South Coast Railway Company, the London and North Western Railway Company, the Great Western Railway Company, and the London, Chatham and Dover Railway Company respectively, as well as the Company of the intended Junction with the London, Brighton and South Coast Railway, and the intended tramways and sidings, and to make provision with respect to

the terms and conditions on which the user shall be had.

12.—To increase the capital and borrowing power of the Company.

13.—To change the name of the Company.

14.—To incorporate with the intended Act all or some of the powers and provisions of "The Companies Clauses Consolidation Act 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways' Clauses Consolidation Act, 1845," and "The Harbours, Docks, and Piers Clauses Act, 1847."

15.—To amend or repeal such of the provisions of the "West London Docks and Warehouses Act, 1863," and of such of the Acts relating to the London and South-Western Railway Company, the London Brighton and South-Coast Railway Company, the London and North-Western Railway Company, the Great Western Railway Company, and the London, Chatham and Dover Railway Company respectively, as may be found expedient, for the purpose of effectually carrying into execution the objects and purposes of the intended Act. On or before the 30th day of November, 1863, duplicate plans and sections of the proposed works, shewing the lines, situation, and levels thereof, and the lands and houses in or through which the same are intended to be made, or which are intended to be taken for the purposes of the intended Act, together with books of reference to the plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees and occupiers of the lands and houses; and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office, at Lambeth, and on or before the same day, a copy of the plans, sections, and books of reference, with a copy of this notice as published in the London Gazette, will be deposited with the Clerk of the Wandsworth District Board of Works (in which district under the Metropolis Local Management Act, 1855; 18 and 19 Victoria chapter 120, that part of the parish of Saint Mary, Battersea, to which this notice relates, is included), at his office in that district. On or before the 23rd day of December, 1863, printed copies of the Bill for the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 12th day of November, 1863.

Walmisley, Son, and Hardey, 5, Victoria-street, Westminster Abbey, Parliamentary Agents.

Tunbridge Wells Gas Company.

(Incorporating Company; extending limits for supply of Gas in the parishes of Tunbridge, Pembury, and Speldhurst, in Kent; and also the parish of Frant, in Kent and Sussex; powers to light District; to raise additional Capital, and purchase Lands; powers to Town Improvement Commissioners; and Local Board of Health repeal or 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 leave to bring in a Bill to incorporate the present and future shareholders of the Company or Association called "The Tunbridge Wells Gas Company," (herein called the existing Company) who are a Registered Company, under the Joint Stock Companies' Acts, and now supply the town of Tunbridge Wells, in the counties of Kent and Sussex, and the environs thereof, with gas, and carry on the other business usually carried on by Gas Companies, and to enable the

said Company, when so incorporated, (herein called the Company) to sue, and be sued, in the name of the Company, and to purchase, take on lease, or rent, and hold, and sell lands for the purposes of the Company, and to annul the existing deeds of settlement and resolutions regulating the management of the Company; and, if necessary, to dissolve the existing Company, and to make other provisions for the constitution and regulation of the Company, and to vest in the Company, all the lands, houses, gas works, and other works, mains, plant, stock, debts and effects, and other property of every description; rights, powers, and privileges now vested in the existing Company, or in any trustees or trustee, for them, or otherwise belonging to or exercisable by the Company, and to indemnify such trustees, and exempt the Company when so incorporated, from the provisions and regulations of the several public Acts relating to the regulation of Joint Stock Companies.

And notice is also hereby given, that in the said Bill, powers and provisions will be inserted, to effect all, or some of the several objects and purposes following, that is to say:—

To enable the Company to raise additional capital, by the creation and issue of additional shares or stock, and by borrowing on mortgage, or by both or either of these modes.

To enable the Company to create and issue debenture stock for the purpose of raising any sum which they may then be authorized to raise by mortgage, or to pay off any money which they may then have raised by mortgage, and to authorize the creation and issue of such debenture stock to the extent of the authorized borrowing powers of the Company, and to make such debenture stock a charge on the revenue of the Company, either ranking *pari passu* with, or subject to any then existing or future mortgages of the Company, and to vary and alter the rights and privileges of the present and future shareholders of the Company,

To prescribe, or to authorize the Company, or the directors thereof, to prescribe the amount, and number, and 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 rates of interest to be attached to such debenture stock, and the rate or rates of dividend to be attached to such shares, or other stock, or any part thereof respectively, and either with or without any preference or priority in the payment of interest or dividend, and with any other special privileges or advantages, and either subject or not subject to any special conditions which the Company, or the directors thereof, may think expedient.

To enable the Company to convert, then existing, and any future share capital into stock.

To limit the amount of shares or stock, in the existing and new capital, or either of them, in respect of which proprietors may vote at meetings of the Company, and to make new provisions with respect to voting.

To make further provisions with respect to the regulation and augmentation of the capital of the Company, and with respect to the time of holding general meetings of the Company, and of declaring dividends; and to vary or alter the qualification of the shareholders, directors and officers of the Company, and to vary or alter any other rights and privileges of the existing shareholders, directors and officers of the Company.

To define and extend the limits or district of the Company for the supply of gas, and to enable the Company to light, and furnish a supply of gas to the town of Tunbridge Wells, as defined by "The Tunbridge Wells Improvement Act, 1846," and the environs thereof; and to extend such supply to all such parts of the parishes of Tunbridge, Pembury and Speldhurst, in the county of Kent, and of the parish of Frant, in the counties of Kent and Sussex, as are respectively situate beyond the boundaries of the said town, and within a circle drawn with a three miles radius from the centre of the present gas works of the Company, in the said town, except only such parts of the said parishes of Tunbridge and Speldhurst, within the said circle, as lie to the north of the Brightbridge-lane and Powder Mill-lane in Tunbridge, and West of the Tunbridge Wells and Hastings branch of the South Eastern Railway, and east of the stream flowing from Small Brook in Speldhurst, to and through Barden Mill, in Tunbridge, and for such purposes to enlarge and extend the present gas works of the Company, and to construct additional works for the manufacture of gas, within the limits or boundaries of the existing gas works and establishment of the Company in the said town, and to construct other gas works (not being for the manufacture of gas) in other parts of the district to be authorized by the said Bill, and to enable the Company to break up turnpike roads and highways, and public and private streets, roads, railways, bridges, and places, and commons, and other open grounds, to lay down, maintain, alter, repair, and replace or remove mains and pipes along, through, under or over the same, and to light the public streets, roads and places within the limits or district to be defined in the said Bill, and also to supply public and other buildings, and also public bodies and individuals within such district with gas, and to compel private consumers to burn gas by meter, and to confer upon the Company all other necessary powers for supplying gas, and for the sale of coke, refuse, and other articles produced in the manufacture of gas, and carrying on the usual business of a gas company, including the manufacture, sale and hire of gas meters and fittings, within the district so defined.

To purchase, by agreement or otherwise, lands, houses, buildings, and property, within the district and parishes aforesaid, for the purposes of the Company.

To enable the Company to levy, collect and recover rents and charges for gas, and for the sale or use of meters, and fittings, and other matters or things supplied or sold by them under the powers of the said Bill, within the before-mentioned parishes and places within the district, and to grant total or partial exemptions from the payment of such rents and charges, and to confer on the Company full powers for the recovery of rents and charges for the supply of gas, and for the purchase or use of meters and gas fittings, and other matters sold by the Company, and of other moneys, for the time being, due to the Company.

To incorporate with the said Bill, and make applicable to the purposes thereof, all or some of the powers and provisions of "The Lands Clauses Consolidation Act, 1845," "The Companies' Clauses Consolidation Act, 1845," "The Gas Works Clauses Act, 1847," "The Lands Clauses Consolidation Acts Amendment Act, 1860," and "The Companies' Clauses Act, 1863," and any other provisions and Acts which may be deemed necessary or expedient for effecting the objects mentioned in this notice, and intended to be provided for by the said Bill.

And it is intended by the said Bill to authorize the Company to enter into agreements with the Improvement Commissioners, or Local Board of Health, for putting into execution the powers of "The Tunbridge Wells Improvement Act, 1846," and of "The Public Health Act, 1848," and "Local Government Act, 1858," or any of them, as to the supply of gas to public lamps, buildings and clocks, and for other purposes, and to enable such Commissioners, or Local Board of Health to enter into agreements for these purposes with the Company, and to make provision for testing the purity and quality of gas, for the time being, supplied to the said town.

And notice is also hereby given, that it is intended by the said Bill so to be applied for, to repeal, alter, vary or extinguish all existing rights, privileges and exemptions, in whomsoever vested, which would in any way impede or interfere with any of the objects mentioned in this notice, or to be authorized by the said Bill, and to confer, vary or extinguish other rights, privileges and exemptions.

And it is intended by the said Bill, as far as may be necessary for effecting all or any of the objects and purposes of the said Bill, or otherwise to repeal alter or amend all, or some of the powers and provisions of the several Local and personal Acts of Parliament following, that is to say:—"The Tunbridge Wells Improvement Act, 1846," and the 26 and 27 Vict. chapter 71, intitled "An Act for the better Regulation of the Commons of the Manor of Rusthall, and the rights therein of the Freehold Tenants of the Manor, and for other purposes," and of any other Act or Acts of Parliament in force, within the before-mentioned district, which can in any manner interfere with the objects of the said Bill, and to make other provisions in lieu of the provisions so repealed or altered.

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 tenth day of November, 1863.

Tho. Fox Simpson, Tunbridge Wells,
Solicitor.

Durnford, and Co., 39, Parliament-street,
Westminster, Parliamentary Agents.

Ramsgate Railway.

(Incorporation of Company, power to make Railways from the Kent Coast Railway, and from the South-Eastern Railway into the Town of Ramsgate.—Traffic and other Arrangements.—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 and to pass an Act to incorporate a Company for making and maintaining the Railways hereinafter mentioned, 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:—

1.—A railway commencing in the parish of St. Peter the Apostle, in the Isle of Thanet, in the county of Kent, by a junction with the Kent Coast Railway, at or near the bridge constructed over the said railway for carrying the road from the village of Dumpton to Dumpton Gap and the

sea-shore, and which bridge is situate at a point four miles, one furlong or thereabouts, as measured upon the deposited plans referred to in the Kent Coast Railway Act, 1861, and terminating in the parish of St. George, Ramsgate, in the said county, in or near to Wattson's Livery Stables, in Broad Street and Turner's Place, and which said 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, the parish of St. Peter the Apostle, the parish of St. Lawrence, and the parish of St. George, Ramsgate, all in the Isle of Thanet, in the county of Kent.

2.—A railway commencing by a junction with the South-Eastern Railway, in the said parish of St. Lawrence, in the said county of Kent, at or near the bridge which carries the road from the village of St. Lawrence to Newington, and which bridge is known as Newington Bridge, and terminating in the said parish of St. George, Ramsgate, in or near Wattson's Livery Stables herebefore described, and which said 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, the parish of St. Lawrence and the parish of St. George, Ramsgate, in the Isle of Thanet, in the county of Kent aforesaid.

3.—A railway wholly situate in the said parish of St. Lawrence, commencing by a junction with the Margate Branch of the South-Eastern Railway, in the parish of St. Lawrence, at or near the bridge which carries the last mentioned Railway over the road leading from Whitehall Farm (in the occupation of James Austen), to the turnpike road leading from Ramsgate to Margate, and terminating by a junction with the hereinbefore secondly described railway, at or near the point where such last mentioned railway will cross the said turnpike road, and which crossing will be at a distance of three hundred and five yards or thereabouts, measured along the said turnpike road from the entrance to the South-Eastern Railway Station, in the said parish of St. Lawrence.

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, tram and other ways, railways, footways, 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, 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, to confer exemptions from the payment of tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

And it is also proposed by the said intended Act to authorise the South-Eastern Railway Company, the Kent Coast Railway Company, and the London, Chatham, and Dover 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 or parts thereof, and to raise money by mortgage of any part of their undertaking 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 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 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 the railways of the South-Eastern Railway Company and Kent Coast Railway Company, or their lessees, or either of them, and for insuring 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 before-mentioned Companies, 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 either of them, to enter into agreements for an interchange of traffic, and for respectively working, maintaining, managing, and using their respective lines of railway and works, or any, or either of them.

To incorporate with the Bill the necessary provisions of "The Companies' Clauses Consolidation Act, 1845," "The Companies' Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863."

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 South-Eastern Railway Company, viz.:—6 Geo. 4, cap. 120; 7 and 8 Geo. 4, cap. 11; 9 Geo. 4, cap. 29; 5 and 6 Will. 4, cap. 82; 6 and 7 Will. 4, cap. 75; 7 Will. 4, and 1 Vic., cap. 93; 2 and 3 Vic., caps. 42 and 79; 3 and 4 Vic., cap. 46; 5 and 6 Vic., cap. 3; 6 and 7 Vic., caps. 51, 52, and 62; 7 and 8 Vic. caps. 25 and 69; 8 and 9 Vic., caps. 167, 168, 186, 197 and 200; 9 and 10 Vic., caps. 55, 56, 64, 171, 305 and 339; 10 and 11 Vic., caps. 104, 230, 241 and 276; 12 and 13 Vic., cap. 28; 13 and 14 Vic., cap. 31; 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; 24 and 25 Vic., caps. 12 and 191; 25 and 26 Vic. cap. 96; 26 and 27 Vic. caps. 115 and 175; and any other Acts relating to the said Company.

The following Acts relating to the London, Chatham and Dover Railway Company, viz.:—(local and personal): 16 and 17 Vic., cap. 132; 18 and 19 Vic., caps. 94 and 187; 19 and 20 Vic.

cap. 75; 20 and 21 Vic., caps. 76 and 151; 21 and 22 Vic., caps. 51 and 107; 22 and 23 Vic., caps. 45, 54, and 90; 23 and 24 Vic., caps. 174, 177 and 187; 24 and 25 Vic. caps. 239 and 240; 25 and 26 Vic., caps. 144, 163, 192 and 224; and 26 and 27 Vic., cap. 304; and any other Acts relating to the said Company. "The Herne Bay and Faversham Railway Act, 1857," "The Margate Railway Act, 1859," "The Kent Coast Railway Act, 1861," and any other Acts relating to the said Companies respectively; and The (Local and Personal) Act, 1 and 2 Vic., cap. 70, relating to the parish of Ramsgate.

And notice is hereby further given, that duplicate 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, lessces or reputed lessces, and occupiers of such lands and houses, together with 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, on or before the 30th day of November instant, with the Clerk of the Peace for the County of Kent, at his office in Maidstone; 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 are situate, and also 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 the 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 printed copies of the 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 eleventh day of November, 1863.

*Simpson, Roberts, and
Simpson, 62, Moorgate-
street, London;* } Joint Solicitors.
C. F. Gibson, Ramsgate; }

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

In Parliament—Session 1864.

Knutsford and Warrington Railway.

Incorporation of Company; Power to make Railways from Knutsford to Warrington; Compulsory purchase of Lands; Power to the London and North Western, the Manchester Sheffield and Lincolnshire, Great Northern and North Staffordshire Railway Companies, to subscribe, Traffic arrangements; 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 and to pass an Act to incorporate a Company for making and maintaining the Railways hereinafter mentioned, 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

No. 22790.

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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 in the Parish of Nether Knutsford, in the county of Chester, by a junction with the centre line of the Cheshire Midland Railway, at or near a point on such railway, distant 40 yards or thereabouts, measured in a south-westerly direction along the said Railway, from the south-westerly entrance to the tunnel leading to the station of the said Railway at Nether Knutsford, aforesaid, and terminating in the parish of Grappenhall, in the said county of Chester, by a junction with the centre line of the Warrington and Stockport Railway, at or near a point on such Railway, distant 30 yards or thereabouts, measured in an easterly direction along the said last-mentioned Railway, from the Gate-keeper's house, at the level crossing in the said parish of Grappenhall, where the said last-mentioned Railway crosses the Turnpike Road leading from Warrington to Nether Knutsford, and which said intended Railway will pass in, through, or into the several parishes, townships, extra-parochial and other places following, that is to say, Nether Knutsford, Bexton, Rostherne, Over Tabley, Mere, High Leigh, Great Budworth, Aston-by-Budworth, Hull and Appleton, Crowley, Lymm, Grappenhall, Latchford, Runcorn, and Thelwall, all in the county of Chester.

Railway No. 2.

A Railway commencing in the said parish of Grappenhall, by a junction with the said last-mentioned intended Railway, at a point in a certain field called the "Old Marled Earth," belonging to Joseph Leigh, Esquire, and occupied by Charles Eaton, which field is bounded on the north-easterly side thereof by the said Turnpike Road, leading from Warrington to Knutsford, and on the westerly side thereof, by a field called the "Carr Field," belonging to the said Joseph Leigh, Esquire, and occupied by the said Charles Eaton, and which said point is distant 24 chains or thereabouts, measured in a south-easterly direction from the Duke of Bridgewater Canal, and terminating in the said parish of Grappenhall, at a point in a certain piece of arable or garden ground called the "Cabbage Croft," belonging to the said Joseph Leigh, Esquire, and occupied by the said Charles Eaton, and which said piece of arable or garden ground adjoins an occupation road running along the southerly bank of the said Duke of Bridgewater Canal, and which said occupation road leads from the said Turnpike Road to Grappenhall, and which said last-mentioned point is distant 16 chains or thereabouts from the said Turnpike Road, measured along the said occupation road and which said intended Railway will be wholly situate in the parish of Grappenhall, in the county of Chester.

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; 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.

And it is also proposed by the said intended Act to authorise the London and North Western Railway Company, the Manchester Sheffield and Lincolnshire Railway Company, the Great Northern Railway Company, and the North Staffordshire Railway Company, or any 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 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 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 North Staffordshire, the Cheshire Midland, and the Warrington and Stockport Railway Companies, or either of them, their lessees or assigns, 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 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 last-mentioned Companies, and any Company which may be incorporated in the next session of Parliament, for making a Railway or Railways between Knutsford and Macclesfield, or any of them, to enter into agreements for an interchange of traffic, and for respectively working, maintaining, managing, and using their respective lines of Railway, or either of them.

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 London and North Western Railway Company, viz.:—1 William 4, 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, 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. 66, 110, 123, 128, 130, 208 and 223; 25 and 26 Vic., caps. 55, 66, 78, 98, 104, 118, 148, 171, 176, 194, 198, 200, 208, 209; and 26 and 27 Vic., caps. 5, 79, 108, 110, 127, 152, 177 and 217; also 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; 15 and 16 Vic., caps. 83 and 144; 16 and 17 Vic., caps. 52 and 145; 18 and 19 Vic., caps. 91 and 129; 21 and 22 Vic., caps. 75 and 113; 22 and 23 Vic., cap. 5; 24 and 25 Vic., caps. 35, 66, 86; and 25 and 26 Vic., caps. 91, 98, 112 and 129; and the following Acts relating to the North Staffordshire Railway Company, viz.:—9 and 10 Vic., caps. 84 and 85; 10 and 11 Vic., cap. 108; 11 and 12 Vic., caps. 66 and 88; 13 and 14 Vic., cap. 55; 17 and 18 Vic., cap. 194; 22 and 23 Vic., cap. 126; 23 Vic., cap. 42; 24 and 25 Vic., cap. 71; and 26 and 27 Vic., cap. 158; and the following Acts relating to the Great Northern Railway Company; 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; 23 and 24 Vic., cap. 168; 24 and 25 Vic., cap. 70; and 25 and 26 Vic., cap. 1; 26 and 27 Vic., caps. 147, 191 and 203; also the following Acts relating to the Cheshire Midland Railway Company, viz.:—23 and 24 Vic., cap. 90; 24 and 25 Vic., cap. 113; and 26 and 27 Vic., cap. 147; and the following Acts relating to the Warrington and Stockport Railway Company, viz.:—14 and 15 Vic., cap. 71; 16 and 17 Vic., caps. 122 and 218; and 21 and 22 Vic., cap. 150; and any other Act or Acts relating to those Companies.

And notice is hereby further given, that duplicate 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, in the said county; 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, are situated, and also 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 abode.

And notice is hereby further given, that printed copies of the 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 10th day of November, 1863.

Robert William Bennett, Manchester and Knutsford, Solicitor to the Bill.

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

In Parliament.—Session 1864.

King's Lynn Docks.

(Incorporation of Company for Construction of Docks, and extending King's Staith Quay Branch, with Powers to the Corporation of King's Lynn, the Harbour Mooring Commissioners, and the Great Eastern Railway Company, Alteration and Levying of Rates, Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament next session for leave to bring in a Bill for the incorporation of a Company (hereinafter referred to as "the Company") for the construction of docks and other works, at King's Lynn, in the county of Norfolk.

The said Bill will confer upon the company the following, or some of the following, among other powers:—To construct and maintain a dock or docks communicating with the River Ouze and the harbour at King's Lynn, near the confluence of the said river and of the River Nar, together with all proper entrances, cuts, locks, basins, gates, sluices, piers, jetties, quays, wharves, sheds, warehouses, granaries, cranes, bridges, roads, approaches, and other works and conveniences connected therewith. The said dock or docks will be wholly situate in the county of Norfolk, and in the parishes of South Lynn All Saints, in the borough of King's Lynn, and West Lynn Saint Peter's (or in one of those parishes), and will be made upon the land or some part of the land bounded as follows:—By the River Ouze towards the west, the branch railway to the harbour towards the east, the road leading from the Lynn and Wisbech turnpike road to the bank of the said River Ouze towards the south, and the said turnpike road towards the south-east; to divert into the said docks the waters of the Rivers Ouze and Nar, and of the said harbour, and to embank, widen, deepen, and improve, and to exercise jurisdiction over the said harbour fronting the proposed docks, with power to lay down, and maintain, alter and remove, moorings and mooring posts in the said River Ouze and harbour, and to prevent any obstruction or impediment therein, or to vessels entering or leaving the docks.

To extend in the parish of Saint Margaret, within the borough of King's Lynn, the King's Staith Quay Branch, from the present terminus of that branch along or near the east bank of the said River Ouze to Fisher Fleet, and to make and maintain all necessary works and conveniences in connection with such extension.

To alter, stop up, and divert roads, streams, watercourses, rivers, drains, sewers, railways, tramways, and navigations, so far as may be necessary for the purposes of the said docks, extension railway, and other works; and for the same purposes to purchase lands, houses, and other property compulsorily and to vary and extinguish existing rights and privileges in and over such lands, houses, and other property, and in and over the said rivers and harbour, and the banks and foreshores thereof.

To levy tolls, rates, and charges for and in respect of the use of the said intended docks, extension railway, and other works; and to alter existing tolls, rates, and duties, and to confer exemptions therefrom, and particularly to alter or extinguish the rates and dues which the mayor, aldermen, and burgesses of the borough of King's Lynn (herein referred to as the Corporation), and the Harbour Mooring Commissioners, or either of those bodies, are authorized to levy upon all shipping entering or leaving the port of King's Lynn.

It is also intended by the Bill to enable the Corporation and the Harbour Mooring Commissioners and the Great Eastern Railway Company, or any or either of them, to contribute towards the cost of constructing the said intended docks, railway, and other works, and to take shares in the undertaking, and to appoint directors of the Company. Instead of conferring upon the Company power to make and maintain the before-mentioned railway, the said Bill may authorise the Corporation or the Great Eastern Railway Company, or the said Corporation and Great Eastern Railway Company jointly, to undertake the work, with full powers to them to enter into and fulfil agreements with reference thereto; and in the event, or either of the events aforesaid, the Bill will enable the said Corporation and Great Eastern Railway Company, or one of them, as the case may be, to exercise all the powers which are hereinbefore mentioned, as intended to be conferred upon the Company with relation to the said railway.

The Bill will also enable the Corporation to apply any of their corporate funds to the purposes of their before mentioned contribution, and of the said railway, and of defraying their proportion of the costs of obtaining the proposed Act; and it will also empower them, if necessary for the same purposes, to sell any of their corporate property, and to borrow money upon the credit of any of their corporate property, or of any of the rates or dues now leviable by them, and to levy other rates; and the said Bill will empower the said Harbour Mooring Commissioners to make their contribution out of their existing funds, with power also to borrow money upon the credit of any of the rates or dues now leviable by them, and to levy other rates.

And the said Bill will empower the said Great Eastern Railway Company to make their contribution, and to defray any expenses which they may undertake in respect of the Extension Railway or of the said Act, out of their corporate funds, and, if needful, out of capital to be raised by them under the powers of the Bill by shares, or stock, and by loan, with or without any priority of dividend or interest, and other advantages over any of their existing and authorised capitals.

The Bill will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Commissioners Clauses Act, 1847," "The Harbours, Docks, and Piers Clauses Bill, 1847," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863." And it will amend and enlarge, so far as may be necessary for any of the purposes of the Bill, the powers and provisions of the following, amongst other Acts, viz.:—13th Geo. the 3rd, c. 30; 30th Geo. the 3rd, cap. 83; 35th Geo. the 3rd, c. 77; 36th Geo. the 3rd, cap. 33; 45th Geo. the 3rd, c. 72; 56th Geo. the 3rd, cap. 38; 58th Geo. the 3rd, cap. 48; 59th Geo. the 3rd, c. 79; 1st and 2nd Geo. the 4th, c. 64; 7th and 8th Geo. the 4th, c. 49; 1st and 2nd Wm. the 4th, c. 73; 7th Wm. the 4th and 1st Vict., c. 81; the 4th and 5th Vict., c. 47; the 20th and 21st Vict. c. 146; and also of the Acts relating to the Great Eastern Railway Company, namely: "The Great Eastern Railway Act, 1862," and "The Great Eastern Railway (Additional Powers) Act, 1863."

And notice is hereby further given, that duplicate plans and sections of the proposed works, and describing the lands, houses, and other property which may be required to be taken for the

purposes thereof, together with a book of reference to such plans, containing the names of the owners 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 inst., be deposited for public inspection with the Clerk of the Peace for the county of Norfolk, at his office at Aylsham, 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 parish in which the intended works will be made, or extend, or in which any lands, houses, or other property, are intended to be taken, and a copy of this notice, will be deposited with the parish clerk of each such parish, at his residence.

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

Dated this 7th day of November, 1863.

Partridge and Edwards, Solicitors, King's Lynn.

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

Corporation of King's Lynn.

Purfleet River and Clough Fleet.

(In the Matter of a Bill intended to be brought before Parliament to enable the Corporation of the borough of King's Lynn, to construct a tunnel over, or otherwise to cover up, such parts of the River or Fleet, Rivers or Fleets, known as Purfleet and Clough Fleet, as still remain open, and for other purposes.)

NOTICE is hereby given, that the said Corporation intend, during the next session, of Parliament, to promote a Bill to enable them to cover up by a tunnel, or otherwise, the river or fleet called Purfleet or Clough Fleet, and the rivers or fleets called respectively Purfleet and Clough Fleet (which river or fleet, rivers or fleets, are hereinafter collectively called Purfleet), and to remove all quays, landing places, and approaches to Purfleet, as well as all sluices, privies, sewers, stages, erections, projections, and conveniences at present in connection therewith, and all engines and other works, and appliances at present in use or existence, for the abstraction of water from, or the conveyance of water to Purfleet; and to put an end to all navigation, and public or private rights of navigation up, down, and across Purfleet, from its junction with the River Ouze to its eastern terminus near the Public Walks, and to enclose and fill and cover up, the reservoir at present existing at the easternmost end of Purfleet; and upon the site or bed of Purfleet to construct a sewer, with such approaches and communications as may be deemed advisable from and to existing common sewers, and the private sewers of all, or any of the houses adjacent to Purfleet; and to raise the ground over the said tunnel up to a level with the existing thoroughfares on each side of Purfleet, and upon the ground so raised to construct a road, or thoroughfare, for the passage of general traffic by tramway, or otherwise, along the site or bed of Purfleet, and to make a tramway along the said new thoroughfare, and over King Staith, to join the present tramway on the South Quay, or otherwise; and to widen, alter, and divert, the said proposed new thoroughfare, and the existing thoroughfares, or any or either of them, known as Blackfriars-road, North Clough-lane, South Clough-lane, Baxter's-plain,

New Conduit-street, Sedgford-lane, Purfleet-street, King Staith and Purfleet Quay, in the parish of Saint Margaret, in the said borough; and for all, or any of the above purposes, to make compulsory purchases of lands, or houses, in the said parish of Saint Margaret, and to make sale of the soil, or bed, or site of Purfleet, or of the ground so to be raised over the said proposed tunnel as aforesaid; and to enable the said Corporation, or the Lynn Paving Commissioners, to raise money by a rate, or rates, upon the inhabitants of the said borough of King's Lynn, or by mortgage of the real estates of the said Corporation, or by a loan from the Commissioners, for the issue of loans for public works and fisheries, et cætera, or from any other person or persons, body or bodies, politic or corporate; and that the said Bill will contain divers other powers and provisions applicable to the said several purposes, or some of them.

A plan and section of the said undertaking, with a book of reference thereto, have been, or will be, deposited with the Clerk of the Peace of the county of Norfolk, and with the Town Clerk of the borough of King's Lynn, on or before the 30th of November instant, and copies thereof, with books of reference thereto, have been, or will be, deposited, for public inspection, with the clerk of the said parish of Saint Margaret.

Dated this 11th day of November, 1863.

Edward Lane Swatman, Town Clerk of King's Lynn.

Field, Roscoe, Field, and Francis, 36, Lincoln's Inn Fields, Parliamentary Agents.

In Parliament.—Session 1864.

Finchley, Willesden, and Acton Railway.

(Powers to Great Northern and Midland Railway Companies.)

APPPLICATION is intended to be made to Parliament in the next Session, for leave to bring in a Bill to incorporate a Company, and to confer upon them powers to make the following Railways, with all necessary Works, Stations, Approaches, and Conveniences connected therewith, that is to say—

No. 1. To commence at East Acton, in the parish of Acton, by a junction with the North and South-Western Junction Railway, at or near the bridge which carries the said Railway over the Great-Western Railway; passing thence through Acton, Willesden, Neasdon, Kingsbury, and Hendon, and terminating in the parish of Hendon by a Junction with the Midland Railway Extension to London, authorised in the last Session of Parliament, in or near a field numbered 28, in the same parish, on the plans deposited with the Clerk of the Peace for Middlesex, with relation to the said Railway.

No. 2. To commence by a junction with the Railway No. 1, in the said parishes of Willesden and Hendon, or one of them, at or near Lower Osgate Farm in the Edgware Road, about a quarter of a mile south of Dollis Lane, passing through Hendon, St. John, Hampstead and Finchley, and terminating by a junction with the Edgware, Highgate, and London Railway, in the parish of St. Mary, Hornsey, in or near a field numbered 2, in the said parish, on the plan deposited for such railway with the Clerk of the Peace for the county of Middlesex.

No. 3. A railway to commence in or near the said field, numbered 28, in the said parish of Hendon, and terminating in the said parish in or

near a field numbered 23 on the said deposited plan for the said Midland Railway.

All the said railways and works will be in Middlesex.

For the purposes of the said railways and works, it is intended by the Bill to apply for power to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, rivers, and canals; 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 either incorporate a Company for the purposes aforesaid, or empower the Great-Northern and Midland Railway Companies, or either of them, to construct the proposed railways and works, or any part thereof, and to raise capital for the purpose, or to subscribe towards, or guarantee interest on, the capital of the Company to be incorporated; and for those purposes to raise capital by shares or stock, and by loan, and to attach to such capital, preference, or priority of dividends or interest, or other advantages over their existing capital.

The Bill will also enable the proposed Company on the one hand, and the said Great-Northern and Midland Railway Companies on the other hand, or either of them, from time to time to enter into and fulfil agreements for and in respect of the working, management, maintenance, and use, of the proposed railways; the supply of rolling stock and machinery, and of officers and servants, for the conduct of the traffic, the payments to be made, and the division and appropriation of the revenue arising from such traffic, and the appointment of joint committees for carrying into effect any such agreements.

The Bill will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," and "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of the Great-Northern Railway Act, 1846 (9 and 10 Vict. cap. 71), and of any other Acts relating to the said Company; and it will also amend and enlarge the provisions of the Act of the Midland Railway Company (7 and 8 Vict. cap. 18), and any other Acts relating to that Company; and the Bill will alter and extinguish all existing rights and privileges which would interfere with any of its objects.

Duplicate plans and sections, describing the line, situation, and levels of the proposed railways and 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 or 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 Middlesex, at his office at 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 each parish in or through which the said railways and works will be made, or in which any lands, houses, or other property to be taken are situate; and a copy of this notice will be deposited with the parish clerk of each such parish, at his residence, excepting in the case of Saint John Hampstead, the documents with respect to which will be deposited with the vestry clerk of the said parish, at his office at the Vestry Hall, Hampstead;

and in case of any extra-parochial place, the said documents will be deposited 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, 1863.

Northfleet District Gas.—(County and General Gas Consumers' Company, Limited.)

(Power to the County and General Gas Consumers' Company (Limited) to maintain their existing gas works and supply gas, to break up streets, to charge rates or rents, and to extend their present limits of supply.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to make further and better provision for lighting with gas the parishes of Northfleet, Stone, and Swanscombe, in the county of Kent, except so much of the district of St. Mark's, Rosherville, within the said parish of Northfleet, as is situate north of a line dividing the turnpike road leading from Dartford to Strood into two equal parts; and to confer upon the County and General Gas Consumers' Company (Limited), established under Memorandum of Association, dated the 4th day of February, 1856, and incorporated with limited liability (the certificate of incorporation bearing date the 6th day of February, 1856), under the provisions of the Joint Stock Companies Act, 1856, all or some of the following powers, that is to say:

To maintain their existing gas works, situate in the parish of Northfleet aforesaid, and to improve, enlarge, renew, and extend the same; and to maintain all such buildings, apparatus, gas meters, and other works as may be necessary for the purposes aforesaid.

To manufacture gas, and to sell and dispose of the coke, residuum, and products arising from such manufacture; and to supply gas for public and private purposes, within the limits hereinbefore specified.

To lay down, continue, and maintain, and from time to time to renew, mains, pipes, and other apparatus and works, in or under the several turnpike and other public, private, and occupation roads, highways, streets, lanes, passages, and places, within the limits aforesaid; and for such purposes to break up, cross, divert, and stop up turnpike and other public, private, and occupation roads, highways, streets, lanes, passages, watercourses, and other places within the limits aforesaid.

To hold, purchase by agreement, and to take on lease, lands, houses, and other property.

To levy and collect rates or rents for the supply of gas; and to alter the rates or rents now charged by the Company, and to confer, vary, or extinguish exemptions from the payment thereof; and to confer, vary, or extinguish other rights and privileges; and to confer upon the said Company all necessary powers and authorities for the purposes of the said Act; and to authorize and empower the said Company to enter into contracts for the supply of gas with all corporations, public bodies, commissioners, companies, and persons; and to enable the said Company to carry on all the business of a gas light and coke company within the aforesaid limits; and to fix and determine the present and future capital of the said Company, in relation to the objects and purposes of the intended Act, and to empower the Company to raise additional capital for such objects and purposes, by the creation of new shares, with or without any preference or priority in the

payment of dividend or other special privileges attached thereto, and by borrowing, or by either of those means.

And it is intended to incorporate with the said intended Act "The Lands Clauses Consolidation Act, 1845," and "The Gas Works Clauses Act, 1847," or some parts thereof respectively.

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

Dated this 9th day of November, 1863.

George John Durrant, Solicitor for the Bill, 23, Guilford-street, Russell-square, London.

Lea Bridge District Gas, County and General Gas Consumers' Company (Limited).

(Power to the County and General Gas Consumers' Company (Limited) to maintain their existing Gas Works, and to supply gas, to break up streets, to charge rates or rents, and to extend their present limits of supply.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to make further and better provision for lighting with gas the parishes of Walthamstow and Leyton, except the portions of those parishes lying south-east of the Woodford Railway, and east of a straight line drawn from the Leytonstone Railway Station, to the extreme north-east corner of the said parish of Leyton, all in the county of Essex, and to confer upon the County and General Gas Consumers' Company (Limited), established under Memorandum of Association dated the 4th day of February, 1856, and incorporated with limited liability (the certificate of incorporation bearing date the 6th day of February, 1856), under the provisions of the Joint Stock Companies Act, 1856, all or some of the following powers—that is to say:

To maintain their existing gas works, situate in the parish of Leyton aforesaid, and to improve, enlarge, renew, and extend the same, and to maintain all such buildings, apparatus, gas meters, and other works, as may be necessary for the purposes aforesaid.

To manufacture gas, and to sell and dispose of the coke, residuum, and products arising from such manufacture, and to supply gas for public and private purposes within the limits hereinbefore specified.

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

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

To levy and collect rates or rents for the supply of gas, and to alter the rates or rents now charged by the Company, and to confer, vary, or extinguish exemptions from the payment thereof, and to confer, vary, or extinguish other rights and privileges, and to confer upon the said Company all necessary powers and authorities for the purposes of the said Act, and to authorize and empower the said Company to enter into contracts for the supply of gas with all corporations, public bodies, commissioners, companies, and persons; and to enable the said Company to carry on all the business of

a gas light and coke company within the aforesaid limits; and to fix and determine the present and future capital of the said Company in relation to the objects and purposes of the intended Act; and to empower the Company to raise additional capital for such objects and purposes by the creation of new shares, with or without any preference or priority in the payment of dividend or other special privileges attached thereto, and by borrowing, or by either of those means.

And it is intended to incorporate with the said intended Act "The Lands Clauses Consolidation Act, 1845," and "The Gas Works Clauses Act, 1847," or some parts thereof respectively.

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

Dated the 9th day of November, 1863.

George John Durrant, Solicitor for the Bill, 23, Guilford-street, Russell-square, London.

In Parliament—Session 1864.

East Gloucestershire Railway.

Incorporation of Company.—Railways from Cheltenham to Farringdon and to Witney, and from Witney to the Great Western and London and North-Western Railways near Yarnton.—Communications with the Midland and Great Western Railways at and near Cheltenham.—Power to use and run over the Witney Railway.—Working and other arrangements with other Companies.

APPPLICATION 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 or one of them, or some part or parts thereof, with all necessary and convenient works, stations, and approaches.

No. 1. A railway commencing in the parish of Badgworth in the county of Gloucester, by a junction with the narrow gauge lines of the Great Western Railway, at or near the bridge whereby the road leading from Badgworth to the Redings is carried over the Railway, and terminating in the parish of Lechlade in the same county, in a field situate on the east side of the turnpike road leading from Lechlade to Burford, at a point in the said field about eight chains from the said turnpike road, and about three furlongs measured in a north-easterly direction from the Lechlade turnpike-gate on the said road, and which railway will pass through or into Badgworth, Up Hatherley, Shurdington, otherwise Great Shurdington, Cheltenham, Allstone, Westhall, Naunton, Sandford, Leckhampton, Charlton Kings, Dowdeswell, Whittington, Andoverford, Shipton Sollars, or Shipton Solers, Shipton Olive, or Shipton Oliffe, Withington, Compton Abdale, Compton Casey, Hasleton, Yanworth, Chedworth, Hampnett, Stowell, Coln Saint Dennis, Coln Rogers, Bibury, Winson, Ablington, Arlington, Barnsley, Ampney Crucis, Ampney Saint Mary, otherwise Ashbrook, Ampney Saint Peter, otherwise Eastington, Poulton, Quennington, Maisey Hampton, Fairford, Kempford, and Lechlade, or some of them, all in the county of Gloucester.

No. 2. A railway commencing in the parish of Cheltenham by a junction with the Midland Railway, about one furlong from and on the south-west side of the centre of the platform of the Landsdown Station of the said Railway, and terminating in the parish of Leckhampton by a junction with the before-mentioned intended Railway No. 1, in a

field called the "Six Acre Field," the property of Mrs. Rosamond Croker, and the Trustees of the will of the late Right Honourable John Wilson Croker, and occupied by Robert Stroulger, which Railway, No. 2, will pass through or into Cheltenham, Allstone, Westhall, Up Hatherley, Shurdington, otherwise Great Shurdington, and Leckhampton, or some of them, all in the county of Gloucester.

No. 3. A railway commencing in the parish of Swindon, in the county of Gloucester, by a junction with the Midland Railway, at about thirteen chains from and on the north side of the Bridge, whereby the said railway is carried over the road leading from Swindon by Hide Farm, into the turnpike road from Cheltenham to Bishop's Cleeve, and terminating in the said parish of Cheltenham, at or near the hereinbefore-described commencement of Railway No. 2, which Railway No. 3 will pass through or into Swindon, Prestbury, and Cheltenham, or some or one of them, in the county of Gloucester.

No. 4. A railway commencing in the parish of Lechlade aforesaid, by a junction with Railway No. 1, at the termination thereof, and terminating in the parish of Coggs, in the county of Oxford, by a junction with the Witney Railway, at or near a point thereon about three furlongs from and on the south-east side of the centre of the platform of the Witney Station; which said railway (No. 4) will pass through or into Lechlade, in the county of Gloucester; Langford and Little Faringdon, in the counties of Berks and Oxford, or one of them; Broadwell, otherwise Bradwell, Kelmscott, Clanfield, Grafton, Broughton Poggs, Filkins, Kencot, Alvescott, Black Bourton, Brize Norton, otherwise Norton Brize, Bampton, Aston, Coate, Coakethorpe, Lew, Ducklington, Witney, Curbridge, and Coggs, or some of them, all in the county of Oxford.

No. 5. A railway commencing in the parish of Lechlade aforesaid, by a junction with Railway No. 1, at the termination thereof, and terminating in the parish of Great Faringdon, in the county of Berks, at or near the Faringdon Station of the Faringdon Railway; which railway (No. 5) will pass through or into Lechlade, in the county of Gloucester; Langford, and Little Faringdon, in the Counties of Berks and Oxford, or one of them; Broadwell, otherwise Bradwell, and Kelmscott, all in the county of Oxford; Eaton Hastings, Buscot, Faringdon, otherwise Great Faringdon, Great Coxwell, Little Coxwell, Thrupp, Littleworth, Hospital, Wadley Port, Westbrook, and Wickensham, or some of them, all in the county of Berks.

No. 6. A railway wholly in the parish of Yarnton, in the county of Oxford, commencing by a junction with the Witney Railway, 3 furlongs and 5 chains to the west of the junction of the said Witney Railway with the Great Western Railway, and terminating by a junction with the London and North-Western Railway, at or near the Bridge whereby it is carried over the Great Western Railway.

The Bill will take power to stop up, alter, or divert, whether temporarily or permanently, all such roads, tramways, aqueducts, canals, rivers, streams, and watercourses, within the aforesaid places, as it may be necessary to stop up, alter, or divert, for the purposes of the Bill; and to purchase by compulsion, 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 which would interfere with the construction, maintenance, and use of the said intended railways and works; 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.

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 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, 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 with the Clerk of the Peace for the county of Berks, at his office in Abingdon; and 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 are situated, and also a copy of this notice, 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 the case of any extra-parochial place, with the parish Clerk of some adjoining parish, at his place of abode.

The Bill will enable 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 arbitration, the Witney Railway, and all stations, watering-places, sidings, works and conveniences connected therewith.

And it is also proposed to authorize agreements and arrangements between the Company and the Great Western, the Midland, the Witney, the Faringdon, and the London and North-Western Railway Companies, or some or one of them, with respect to 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 said Companies; and with respect to the tolls and charges, or other payments 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.

The Bill will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of the 5th and 6th William IV, cap. 107, 26 and 27 Vict., cap. 113 and 198, and of any other Acts relating to the Great Western Railway Company; the 7th and 8th Vict., cap. 18, and of any other Acts relating to the Midland Railway Company; the 22 and 23 Vict., cap. 46, and any other Acts relating to the Witney Railway Company; the 23 and 24 Vict., cap. 196, relating to the Faringdon Railway Company; and the 9 and 10 Vic., cap. 204, and any other Acts relating to the London and North Western Railway Company.

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 10th day of November, 1863.

Johnston, Farquhar, and Leech, 4, Old Palace Yard, Westminster.

Sewell, Newmarch, and Francis, Cirencester.

North British Railway.

(Carlisle Citadel Station Branch).

Railways from the Port-Carlisle Railway to Carlisle Citadel Station; and North-Eastern Railways; Provisions relating to Citadel Station; Power to run over parts of Caledonian and Lancaster and Carlisle and North-Eastern Railways; and to make agreements, &c.; Increase of Capital; 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 North British Railway Company (hereinafter called the Company) to make and maintain the following railways, or one of them, with all proper approaches, stations, works and conveniences connected therewith respectively, that is to say:—

First. A railway commencing by a junction with the line of the Port-Carlisle Railway (now leased to the Company) at or near a point 70 yards or thereby eastward of the pointsman's house, at the point where the Port-Carlisle branch of the Caledonian Railway joins the said Port-Carlisle Railway, in the parish of St. Mary, Carlisle, and township of Caldewgate, in the county of Cumberland, and terminating by a junction with the rails of the Citadel station, Carlisle, or with the Caledonian Railway, or with the Lancaster and Carlisle Railway, at a point 40 yards, or thereabouts, north-west from the north corner of the gas works, in the parish of St. Cuthbert, Carlisle, and township of St. Cuthbert Without the city of Carlisle, which intended railway will pass from, through, or into the said parishes and townships, and the township of St. Mary Within the City of Carlisle, and the township of St. Cuthbert Within the city of Carlisle, or some of them, in the county of Cumberland.

Second. A railway commencing by a junction with Railway No. 1, at a point at or near where the said Railway No. 1 is proposed to cross the Dalston-road, at or near a point 100 yards, or thereabouts, in a northerly direction from the Murrel-hill level crossing, on the North-Eastern (late Newcastle and Carlisle) Railway, and terminating by a junction with the North-Eastern Railway, (late Newcastle and Carlisle) at a point at or near where the said railway crosses the Wigton-road, all in the parish of St. Mary, Carlisle, and township of St. Mary Within the city of Carlisle, and township of Caldewgate, and county of Cumberland.

And it is proposed by the intended Act, to take powers for the compulsory purchase of lands and buildings in all or some of the several parishes, townships and places aforesaid, for the purposes of the intended railways, approaches, stations, works and conveniences, and other purposes of the intended Act; also powers for the purchase of lands and buildings by agreement; also powers of deviation from the lines and levels of the proposed railways, as shown on the plans and sections hereinafter referred to, and to stop up, remove, alter or divert temporarily or permanently, all turnpike and other roads and highways, railways, tramways, bridges, rivers, and other waters, watercourses of every description, natural or artificial sewers, pipes, buildings and works, within or near to any of the several parishes, townships or places aforesaid, which it may be necessary or convenient to stop up, remove, alter or divert for any of the purposes of the intended Act, and to vary or extinguish all existing rights or privileges connected with any lands or buildings to be purchased or taken, under the powers of the Act; or with any road, highway, railway, tramway, bridge, river, water, watercourse, sewer, pipe, building

or work to be stopped up, removed, altered or diverted, as aforesaid, or which would or might otherwise prevent or obstruct any object or purpose of the Act being fully effected; and to authorize the levying of tolls, rates, duties, and charges, in respect of the intended railways and works, and to alter existing tolls, rates, duties and charges, and to confer, vary or extinguish exemptions from payment of tolls, rates, duties and charges, and other rights and privileges, and to authorize the Company to apply their existing funds, and any moneys which they have raised, or have still power to raise, for the purposes of the said intended railways and works, and for the same purpose to raise further sums of money by the creation of ordinary, guaranteed, or preference shares or stock, and by borrowing on mortgage, cash credit, or otherwise.

And it is proposed by the intended Act, to make better provision for the management of the Carlisle Citadel station, and the regulation of traffic at or passing through the same, and to alter and restrict the powers of the station committee, and to subject them to special control, and authorize the Company to run over and use with their engines and carriages of every description, and for the purposes of their traffic, so much of the line of the Caledonian Railway, and of the Lancaster and Carlisle Railway, as lies between the point of junction therewith of the intended railway and the Carlisle Citadel station, and the main lines of rails, and the points and switches thereof, from time to time, within the Citadel station; and the Citadel station and so much of the line of the North-Eastern Railway (late Newcastle and Carlisle) as lies between the point of junction thereof with the Port-Carlisle Railway, and the point of junction thereof with the intended Railway No. 2, and all stations, offices, buildings, sidings, works and conveniences upon or connected with the railways to be run over, or either of them, upon such terms and conditions as may have been, or may be settled by agreement, or arbitration, or otherwise, as may be prescribed in or provided for by the intended Act, and to authorize agreements between the Company and the North-Eastern and Caledonian and Lancaster and Carlisle Railway Companies respectively, or any of them, and any other company interested in the subject matter of the agreement, with respect to such running over or use, and otherwise with respect to their respective railways and traffic, and the Carlisle Citadel station, and to alter or vary existing agreements, and to confirm all or any agreements that may have been entered into between the said Companies, or any of them, prior to the passing of the intended Act.

And it is proposed by the intended Act to repeal or amend some of the provisions of the several local and personal Acts of Parliament following, or some of them, that is to say:—Acts relating to the North British Railway Company, viz., 14 and 15 Vict., cap. 55; and the provisions unrepealed of the Acts referred to in the schedule of such Act; 16 and 17 Vict., cap. 152; 18 and 19 Vict., cap. 127; 19 and 20 Vict., cap. 98; 20 and 21 Vict., caps. 91, 124 and 129; 21 and 22 Vict., caps. 65, 109 and 145; 22 and 23 Vict., caps. 14, 24, 83 and 96; 23 and 24 Vict., caps. 140, 145, 150 and 195; 24 and 25 Vict., caps. 102, 114, 131, 177, 214 and 226; 25 and 26 Vict., caps. 47, 48, 49, 142, 181 and 189; and 26 and 27 Vict., caps. 194, 213 and 226, and all other Acts (if any) relating to the North British Railway Company; Acts relating to the North-Eastern Railway Company, namely, 6 Will. IV., cap. 81; 1 Vict., cap. 68; 4 Vict., cap. 7; 5 Vict., sess. 2, cap. 80; 6 Vict., cap. 8; 7 Vict.,

caps. 21 and 27; 7 and 8 Vict., cap. 61; 8 and 9 Vict., caps. 34, 57, 58, 84, 92, 104 and 163; 9 Vict. caps. 58, 59, 65 and 66; 9 and 10 Vict., caps. 77, 89, 95, 96, 149, 153, 154, 164, 207, 235, 241, 242, 247, 264 and 330; 10 and 11 Vict., caps. 117, 133, 134, 140, 141, 210, 216, 218 and 219; 11 and 12 Vict., caps. 24, 55, 56, 57, 68, 71 and 81; 12 and 13 Vict., caps. 27, 58 and 60; 13 and 14 Vict., caps. 38 and 53; 14 Vict., cap. 39; 14 and 15 Vict., caps. 47, 84 and 85; 15 Vict., caps. 36, 37, 57, 96 and 114; 15 and 16 Vict., cap. 127; 16 and 17 Vict., caps. 109 and 136; 17 Vict., cap. 73; 17 and 18 Vict., caps. 164 and 211; 20 and 21 Vict., caps. 19, 33, 40 and 46; 21 and 22 Vict., caps. 14, 115, 116, 117 and 134; 22 and 23 Vict., caps. 10, 73, 91, 100 and 127; 23 and 24 Vict., cap. 44; 24 and 25 Vict., caps. 63, 72, 135, 141 and 157; 25 and 26 Vict., caps. 40, 54, 85, 100, 106, 110, 120, 145, 146 and 154; 26 and 27 Vict., caps. 122, 221 and 238; and all other Acts relating to the North-Eastern Railway Company, the Act 9 and 10 Vict., cap. 204, and the several other Acts relating to the London and North-Western Railway Company passed respectively in the several sessions of Parliament held in the 8th and 9th years of the reign of her present Majesty, and in every subsequent year; the Acts 7 Vict., cap. 37; 8 and 9 Vict., cap. 83; 9 and 10 Vict., cap. 257; 12 and 13 Vict., cap. 87; 20 and 21 Vict., cap. 161; 21 and 22 Vict., cap. 128; 22 and 23 Vict., cap. 124; and 24 and 25 Vict., cap. 166; and any other Acts relating to the Lancaster and Carlisle Railway Company, the Act 8th and 9th Vict., cap. 162, and the several other Acts relating to the Caledonian Railway Company passed respectively in the ninth and tenth, the tenth and eleventh, the eleventh and twelfth, the twelfth and thirteenth, the fourteenth and fifteenth, the sixteenth and seventeenth, the seventeenth and eighteenth, the eighteenth and nineteenth, the twentieth and twenty-first, the twenty-first, the twenty-first and twenty-second, the twenty-second and twenty-third, the twenty-third, the twenty-third and twenty-fourth, the twenty-fourth and twenty-fifth, the twenty-fifth and twenty-sixth, and the twenty-sixth and twenty-seventh years of the reign of her present Majesty; the Acts 18 and 19 Vict., cap. 79, and 25 and 26 Vict., cap. 80, relating to the Maryport and Carlisle Railway Company; the Acts 18 and 19 Vict., cap. 97, and 26 and 27 Vict., caps. 14, 148 and 157, and all other Acts relating to the Glasgow and South-Western Railway Company, and the Acts 16 and 17 Vict., cap. 119; and 23 and 24 Vict., cap. 134; and all other Acts relating to the Port-Carlisle Dock and Railway Company.

And notice is hereby also given, that plans and sections in duplicate of the intended railways, and of the lands which may be taken under the compulsory powers of the Act, a book of reference to the plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, and a published map, with the lines of the railways delineated thereon, showing their general course or direction, will be deposited with the Clerk of the Peace for the county of Cumberland, at his office in Carlisle, and that a copy of so much of the said plans, sections, and book of reference as relates to any parish or extra-parochial place in which any part of the railways, or any land, which may be taken under the compulsory powers of the Act, is or may be situate, will be deposited, in the case of a parish, with the parish clerk of such parish, at his residence, and 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 before the 1st

No. 22790.

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day of December next, and will be accompanied by a copy of this notice, as published in the London and Edinburgh Gazettes, and that before the 24th day of December next, printed copies of the Bill for effecting the objects aforesaid, or some of them, will be deposited in the Private Bill Office of the House of Commons.

Dated this 11th day of November, 1863.

Dalmahoy, Wood, and Cowan, W.S., 12, Hill-street, Edinburgh.

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

North British Railway (Perth Branch).

Railway from the North British (late Edinburgh, Perth, and Dundee) Railway to Perth General Station; Alteration and Enlargement of Existing and Authorised Lines; Increase of Capital; Abandonment of part of North British (late Edinburgh, Perth, and Dundee Railway); 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 North British Railway Company (hereinafter called "The Company") to effect the following objects, or some of them, that is to say:—To make and maintain a railway, with all proper stations, works, and conveniences connected therewith, to commence in the parish of Forteviot and county of Perth, 100 yards or thereabouts north of the northernmost end of the bridge carrying the North British (late Edinburgh, Perth, and Dundee) Railway over the River Earn, and to terminate by a junction with the lines of railway in the general station, Perth, 68 yards or thereabouts to the northward of the northern wall of St. Leonard's Bridge, and in the East Church parish of Perth, and county of Perth, and passing from, through, or into the parishes of Forteviot, Dunbarrie, West Church, parish of Perth, and East Church, parish of Perth, and the quoad sacra parish of St. Leonard's, and city or parish, and Royal Burgh of Perth, all in the county of Perth; and it is intended by the said Act to authorise the North British Railway Company to alter the levels, and otherwise to vary and enlarge the works of the North British (late Edinburgh, Perth, and Dundee) Railway, from a point 470 yards, or thereby, north-westward of the Bridge of Earn station on the said railway, in the parish of Dunbarrie, and county of Perth, to a point in the parish of Forteviot, and county of Perth, 100 yards, or thereabouts, north of the northernmost end of the bridge carrying the said railway over the River Earn, all in the parishes of Dunbarrie and Forteviot, and county of Perth; and also to alter the levels, and otherwise to vary and enlarge the works, all in the said parish of Dunbarrie and county of Perth, of the authorised line of the North British (Edinburgh, Dunfermline, and Perth) Railway, railway No. 11, from the point where said railway No. 11 crosses the road No. 18, on the parliamentary plans thereof, in the parish of Dunbarrie and county of Perth, to where the said railway No. 11 terminates by a junction with the North British (late Edinburgh, Perth, and Dundee) Railway, at a point 260 yards, or thereabouts, southward of the southernmost end of the bridge carrying such railway over the River Earn, in the said parish and county; and it is intended by the said Act to authorise the North British Railway Company to relinquish and abandon part of the North British (late Edinburgh, Perth, and Dundee) Railway from a point

in the parish of Forteviot and county of Perth, 100 yards, or thereabouts, north of the northernmost end of the bridge carrying the said railway over the River Earn to the point where the said railway joins the Scottish Central Railway at Hilton Junction in the said parish and county.

And it is proposed by the intended Act to take powers for the compulsory purchase of lands and buildings in all or some of the several parishes and places aforesaid for the purposes of the intended railways and approaches, stations, works, and conveniences, and of the alteration of levels, and variation and enlargement of works, and other purposes of the intended Act, also powers for the purchase of lands and buildings by agreement, also powers of deviation from the line and levels of the proposed railways, as shown on the plans and sections hereinafter referred to, and to stop up, remove, alter, or divert, temporarily or permanently, all turnpike and other roads and highways, railways, tramways, bridges, rivers, and other waters, watercourses of every description, natural or artificial, sewers, pipes, buildings, and works, within or near to any of the several parishes, or places aforesaid, which it may be necessary or convenient to stop up, remove, alter, or divert for any of the purposes of the intended Act, and to vary or extinguish all existing rights and privileges connected with any lands or buildings to be purchased or taken under the powers of the Act, or with any road, highway, railway, tramway, bridge, river, water, watercourse, sewer, pipe, building, or work to be stopped up, removed, altered, or diverted as aforesaid, or which would or might otherwise prevent or obstruct any object or purpose of the Act being fully effected, and to authorise the levying of tolls, rates, duties, and charges, in respect of the intended railways and works, and to alter existing tolls, rates, duties and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges, and other rights and privileges, and to authorise the Company to raise further sums of money by the creation of ordinary, guaranteed, or preference shares or stock, and by borrowing on mortgage, cash credit, or otherwise.

And it is proposed by the intended Act to authorise the Company to run over and use with their engines and carriages of every description, and for the purposes of their traffic, the lines of railway within the general station at Perth, including such station and the works and conveniences connected therewith, and including also the main line of the Scottish Central Railway, upon such terms and conditions as may have been, or may be settled by agreement, or arbitration or otherwise, or as may be prescribed in or provided for by the intended Act, and to authorise agreements between the Company and the Scottish Central Railway Company, and the Scottish North-Eastern Railway Company, or the Company, and either of the said other Companies, with respect to such running over, or use, and otherwise, with respect to their respective railways and traffic, and to alter or vary existing agreements, and to confirm all or any agreements that may have been entered into between the said Companies prior to the passing of the intended Act, and to alter and vary the rights and privileges of, and the tolls and charges now leviable by, the Scottish Central and Scottish North-Eastern Railway Companies respectively, or either of them, and to enable the Company to levy tolls and charges upon any portion of the railways of the said other Companies.

And it is proposed by the intended Act to repeal or amend some or any of the provisions of

the several Local and Personal Acts of Parliament following, or some of them relating to the North British Railway Company, that is to say:— 14 and 15 Vic., cap. 55, and the provisions unrepealed of the Acts referred to in the schedule of such Act; 16 and 17 Vic. cap. 152; 18 and 19 Vic. cap. 127; 19 and 20 Vic. cap. 93; 20 and 21 Vic. caps. 91, 124, and 129; 21 and 22 Vic. caps. 65, 109, and 145; 22 and 23 Vic. caps. 14, 24, 83, and 96; 23 and 24 Vic. caps. 140, 145, 159, and 195; 24 and 25 Vic. caps. 102, 114, 131, 177, 214, and 226; 25 and 26 Vic. caps. 47, 48, 49, 142, 181, and 189; and 26 and 27 Vic. caps. 194, 213, and 226, and all other Acts (if any) relating to the North British Railway Company; Acts relating to the Scottish Central Railway Company; 7 Geo. IV. cap. 101; 11 Geo. IV. cap. 60; 6 and 7 Will. IV. cap. 102; 8 and 9 Vic. cap. 157; 9 and 10 Vic. cap. 228; 10 and 11 Vic. caps. 89 and 106; 11 and 12 Vic. caps. 52 and 154; 13 and 14 Vic. cap. 39; 18 Vic. cap. 56; 22 and 23 Vic. caps. 18 and 83; 25 Vic. cap. 35; and 26 and 27 Vic. caps. 149 and 228; and all other Acts (if any) relating to the Scottish Central Railway Company; Acts relating to the Scottish North-Eastern Railway Company; the 8 and 9 Vic. caps. 153 and 170; the 9 and 10 Vic. cap. 75; the 10 and 11 Vic. caps. 39 and 142; the 11 and 12 Vic. caps. 67 and 72; the 13 and 14 Vic. cap. 78; the 16 and 17 Vic. caps. 82 and 101; the 19 and 20 Vic. cap. 134; the 25 and 26 Vic. cap. 64; the 26 and 27 Vic. caps. 164 and 231; and all other Acts (if any) relating to the Scottish North-Eastern Railway Company.

And notice is hereby further given that plans and sections in duplicate of the proposed railway, and of the proposed variation and enlargement of works, and of the lands which may be taken under the compulsory powers of the Act, a book of reference to the plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, and a published map with the lines of railway and other works delineated thereon, showing their general course or direction, will be deposited at the office in Perth, of the principal sheriff-clerk of the county of Perth, and that a copy of so much of the said plans, sections, and book of reference as relates to any parish or extra-parochial place in which any part of the railway or any land which may be taken under the compulsory powers of the Act is, or may be situate, will be deposited with the schoolmaster, or if there be no schoolmaster, then with the session clerk of such parish, or in the case of an extra-parochial place of some parish adjoining thereto at the usual place of abode of such schoolmaster or session clerk, and that so much of the plans, sections, and book of reference as relates to the Royal Burgh of Perth will be deposited with the town clerk of the said Royal Burgh at his office in Perth, and that all such deposits will be made before the 1st day of December next, and will be accompanied by a copy of this notice, as published in the London and Edinburgh Gazettes, and that before the 24th day of December next printed copies of the bill for effecting the objects aforesaid, or some of them, will be deposited in the Private Bill Office of the House of Commons.

Dated this 11th day of November, 1863.

Dalmahoy, Wood, and Cowan, W.S., 12, Hill-street, Edinburgh.

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

Bristol Port and Channel Docks.

(Incorporation of Company; Construction of Docks and other Works at or near the mouth of the River Avon, with a Railway or Tramway; Provisions affecting the Bristol and Exeter Railway, Bristol Port Railway and Pier, Bristol and South Wales Union Railway, Midland Railway and Great Western Railway Companies, and Bristol Municipal Corporation, with powers to those Bodies to subscribe towards undertaking; Variations of and exemptions from existing tolls, rates, and dues, jurisdictions and privileges; 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 effecting the purposes or some of the purposes following, namely:—

1st. To incorporate a Company (hereinafter called "the Company") for the purposes of the Bill, and to authorise them to make and maintain the works, and exercise the powers following, or some of them, namely:—

2nd. To make and maintain, at or near the mouth of the river Avon (on the Gloucestershire side) and within an area included between the low water line of the Avon and an imaginary straight line drawn from the landward end of a certain creek called Broad Pill to the lighthouse there, a dock or docks, with basins, locks, graving-docks, entrances, gates, approaches, roads, quays, jetties, shipping-places, staiths, landing-slips, stairs and stages, wharves, wharf-walls, embankments, warehouses, custom-houses, tramways, cranes, drops, dolphins, and other works and conveniences connected therewith:

3rd. To make and maintain an embankment, wall, wharf, pier, or slip, commencing on the shore of the river Avon (on the Gloucestershire side thereof) 172 yards or thereabouts westward of the said lighthouse, and running thence in a northerly direction along the shore of the north entrance channel of such river, and terminating at or near to the present landing-slip thereon:

4th. To make and maintain a railway or tramway (on the said Gloucestershire side) commencing by a junction with the line of the Bristol Port Railway as authorized by the Bristol Port Railway and Pier Act, 1862, at or near a point 645 yards or thereabouts, measured in a straight line westward from the entrance-gate to the brick and tile works now in the occupation of Alfred Tuckett and others, on the west side of the road leading from such works, to the river Avon, and terminating on the proposed embankment, wall, wharf, pier, or slip, at the southern end thereof:

5th. To improve, straighten, dredge, scour, deepen, alter, and divert the course of the channel of the river Avon, commencing in the present low-water channel at the south end of Dum Ball Island, and terminating in King-road at a point 680 yards or thereabouts south-westward of the south-western end of the Dum Ball Island:

6th. To make and maintain a pipe-track, conduit or culvert, commencing in a certain brook or stream called James Pill, at or near certain buildings called King-road Farm, and terminating in the proposed new dock or docks, at or near the northern end thereof, and to divert and convey the waters of the said brook or stream into the said dock or docks;—

All which said docks, embankment, wall, wharf, pier, slip, railway, or tramway, alteration and diversion of river, pipe-track, conduit or culvert and other works, will be situate in the several parishes, extra-parochial or other places following,

or some of them, that is to say,—Henbury and Westbury-upon-Trym, in the county of Gloucester, and in the city and county of Bristol, and Easton in Gordano, otherwise Saint George, in the county of Somerset, and in the city and county of Bristol, and Saint Stephen and Saint Nicholas, and the bed and shore of the river Avon, in the city and county of Bristol, and the bed and shore of the river Severn:

7th. To divert water from the rivers Avon and Severn into the intended docks, and into the intended altered and diverted channel and works:

8th. To dredge, scour, and deepen from time to time the bed and shore of the said river Avon, and the bed and shore of the said river Severn, at or near their confluence, and also to dredge, scour, and deepen all channels from time to time forming a means of access to the intended docks, basins, wharves, piers, and works:

9th. To make, provide, lay down, and maintain dolphins, buoys, beacons, lightships, lighthouses, tug-boats, dredge-boats, moorings, and other like works and conveniences in connection with or for the purposes of the proposed undertaking, and on any part of the beds and shores of the rivers Avon and the Severn, or either of them, and adjoining lands in the before-mentioned parishes and places:

10th. To cross, stop up, alter, and divert, for the purposes of the Bill, and either temporarily or permanently, roads, ways, railways, tramways, cuts, creeks, channels, rivers, streams, sewers, drains, sea-walls, and embankments, within the parishes and places before named:

11th. To purchase, by compulsion and by agreement, lands, houses, and hereditaments within the before-named parishes and places, for the purposes of the Bill, and to vary or extinguish rights of frontage and foreshore, and other rights to, in, and over quays, wharves, landing-places, embankments, creeks, slips, and jetties:

12th. To levy tolls, rates, dues, wharfage, and other charges on shipping, and on goods, animals, and persons, at, upon, or in respect of the intended docks, basins, embankment, wharf, pier, slip, railway or tramway, altered or diverted channel, works and conveniences, and to confer exemptions from the payment of such tolls, rates, dues, and charges:

13th. To vary the tolls, rates, dues, and charges which the mayor, aldermen, and burgesses of the city of Bristol (hereinafter called the Corporation) or other bodies are by Act of Parliament, charter, prescription, usage, or otherwise, now authorized to levy, fix, or collect on or in respect of shipping, goods, animals, and persons, or for pilotage or otherwise, within the port of Bristol, upon such terms and conditions as may be settled by agreement or by arbitration, in case the parties differ about the same, or as may be fixed by such Bill, and to confer exemptions from the payment of such tolls, rates, dues, and charges respectively:

14th. To make provision for the management, use, regulation, and protection of the intended docks, basins, railway or tramway, channel, pier, wharf, slip, or embankment, works and conveniences, the regulation and control of shipping, persons, animals, and goods, frequenting or using or approaching to or departing therefrom, the pilotage of shipping, the appointment, regulation, and dismissal of dockmasters, pilots and other officers, and the imposition of penalties and restrictions:

15th. To sanction and give effect to contracts and arrangements between the Company and the Bristol Port Railway and Pier Company, the Bristol and Exeter Railway Company, the Bristol

and South Wales Union Railway Company, the Great Western Railway Company and the Midland Railway Company, and the Corporation, or any of them, for or with respect to the purchase, leasing, appropriation to, and construction, maintenance, use, ownership, and management by all or any of the contracting parties, of their respective docks, railways, tramways, embankments, wharves, piers, slips, works and property, the construction and maintenance of junctions and communications between their respective works, the making laying down, maintenance, working, ownership, and use of railways, tramways, and sidings, piers, wharves, slips, embankments, buildings, and other conveniences, by all or any of the contracting parties, the construction of their respective works, and exercise of their respective powers in connection with and so as to assist the undertakings and works of each other, the alteration, suspension, or modification of such works, and powers for that purpose; the accommodation and transmission of the traffic of or destined for, or coming from, their respective undertakings, the fixing and levying of their respective tolls, rates, dues, and charges, and the allowance of exemptions, compositions, drawbacks, and reductions: the rents, contributions, payments, and allowances to be paid and allowed by and between the contracting parties, and all incidental matters:

16th. To empower the said Bristol Port Railway and Pier Company to take and hold shares in and subscribe towards the said intended undertaking of the Company, or any part thereof, to the extent of fifty thousand pounds, and to guarantee to the Company interest, dividend, or annual or other payments on a sum not exceeding fifty thousand pounds; and for those purposes to empower the said Bristol Port Railway and Pier Company to raise the sum of fifty thousand pounds, by the creation of new shares or stock in their undertaking, with or without any preference or priority in payment of interest or dividend, or other privileges attached thereto, and by borrowing on mortgage or otherwise, and to which subscription, guarantee, and raising of money the consent of the said Bristol Port Railway and Pier Company has been given at a meeting of the proprietors of the ordinary shares in that Company held in conformity with the standing orders of Parliament:

17th. To empower the Bristol and Exeter Railway Company, the Bristol and South Wales Union Railway Company, the Great Western Railway Company, and the Midland Railway Company, and the Corporation, or any of them, and the Company, to subscribe and contribute towards and give guarantees in aid of each other's undertakings or works, or any of them, or any part or parts thereof, and for that purpose to empower the four last-mentioned Companies respectively, or any of them, to apply their corporate funds, and to raise money by the creation of new shares and stocks in their respective undertakings, with or without preference or priority of interest or dividends, and other special privileges, and by borrowing; to empower the Corporation to employ their borough fund and revenue, and to raise money by borrowing thereon, and to vary their borough rate accordingly:

18th. To empower the Corporation to accept mortgages, or bonds, or rent-charges, or shares or stock in the capital of the Company, in payment or compensation for the property, rights, or interests of the Corporation taken or interfered with by the Company under the powers of the said Bill:

19th. To empower the Bristol Port Railway and Pier Company, and the Bristol and Exeter

Railway Company, the Great Western Railway Company, the Bristol and South Wales Union Railway Company, and the Midland Railway Company and the Corporation respectively, or any of them, to appoint directors or additional directors of the Company:

To vary or extinguish, exclude or modify all rights, powers, privileges, and jurisdictions inconsistent with the objects of the Bill, and to confer other rights and privileges:

21st. To amend or repeal (so far as requisite for the purposes of the Bill) the following Acts of Parliament, viz.: Local and Personal Acts 7 and 8 Vict., caps. 18 and 59; 8 and 9 Vict., caps. 38, 49, 56, 90, and 181; 9 and 10 Vict., caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vict., caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vict., caps. 21, 88, and 131; 14 and 15 Vict., caps. 57, 88, and 113; 16 and 17 Vict., caps. 33 and 103; 19 and 20 Vict., cap. 54; 20 and 21 Vict., cap. 134; 22 and 23 Vict., caps. 130 and 136; 23 and 24 Vict., caps. 52, 65, 66, and 67; 24 and 25 Vict., caps. 57, 72, 91, 106, and 139; 25 and 26 Vict., caps. 81, 90, 91, and 173; and 26 and 27 Vict., caps. 74, 82, 113, 132, 182, 183, 203, and 222, relating to the Midland Railway Company; 5 and 6 William IV, cap. 107; 6 William 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. 68 and 99; 8 and 9 Vict., caps. 40, 42, 53, 115, 155, 156, 183, 184, 188, 190, and 191; 9 Vict., cap. 14; 9 and 10 Vict., caps. 166, 181, 236, 239, 240, 250, 251, 274, 275, 278, 300, 303, 307, 313, 315, 326, 328, 335, 337, 338, 369, 383, and 402; 10 and 11 Vict., caps. 60, 72, 76, 86, 91, 101, 109, 144, 149, 151, 177, 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, 178, 179, 184, 204, 205, 209, 210, 212, 215, 222, and 227; 17 and 18 Vict., caps. 108, 120, 158, 163, 192, 202, 204, 207, 209, 215, and 222; 18 Vict., caps. 11, 59, and 69; 18 and 19 Vict., caps. 98, 171, 175, 181, 183, and 191; 19 and 20 Vict., caps. 111, 126, and 137; 20 and 21 Vict., caps. 8, 24, 54, 96, 116, 119, and 153; 21 and 22 Vict., caps. 90, 123, 126, 139, 142, and 146; 22 Vict., cap. 13; 22 and 23 Vict., caps. 1, 17, 22, 40, 46, 59, 64, 76, 84, 105, 120, 134, and 188; 23 Vict., cap. 76; 23 and 24 Vict., caps. 69, 72, 76, 81, 82, 94, 127, and 128; 24 Vict., caps. 32 and 36; 24 and 25 Vict., caps. 22, 73, 76, 81, 87, 133, 134, 143, 144, 164, 167, 189, 197, 204, 212, 213, 215, 221, 227, and 240; 25 and 26 Vict., caps. 14, 56, 58, 71, 109, 110, 127, 148, 161, 167, 168, 178, 183, 190, 196, 198, 206, 208, 209, 212, 218, 221, and 226; 26 and 27 Vict., caps. 113, 127, 151, 172, 198, 204, 208, and 227; and 1 and 2 George IV., cap. 63; 6 George IV., cap. 168; 3 William IV, cap. 70; 7 George IV., cap. 53; 33 George III, cap. 112; 55 George III, cap. 72; 39 George III, cap. 60; 49 George III, cap. 42; 55 George III, cap. 30; 57 George III, cap. 15; and 1 and 2 George IV, cap. 61; relating to the Great Western Railway Company; 6 William IV, cap. 36; 1 and 2 Vict., cap. 26; 3 Vict., cap. 47; 4 and 5 Vict., cap. 41; 8 and 9 Vict., cap. 155; 9 and 10 Vict., cap. 181; 11 and 12 Vict., caps. 28, 77, 82, and 95; 14 and 15 Vict., cap. 22; 15 and 16 Vict., cap. 9; 18 and 19 Vict., cap. 63; 20 Vict., cap. 1; 23 and 24 Vict., caps.

92 and 124; 25 Vict., cap. 21; 25 and 26 Vict., caps. 111 and 128; and 26 and 27 Vict., caps. 60 and 107, relating to the Bristol and Exeter Railway Company; 20 and 21 Vict., cap. 54; 24 and 25 Vict., cap. 2; and 25 and 26 Vict., cap. 149, relating to the Bristol and South Wales Union Railway Company; "The Bristol Port Railway and Pier Act, 1862;" "The Bristol Channel Pilotage Act, 1861;" "The Bristol Dock Act, 1848;" 11 and 12 William III, cap. 23; 16 George III, cap. 33; and following local and personal Acts, viz., 3 George IV, caps. 21 and 24; 43 George III, cap. 140; 46 George III, cap. 35; 47 George III (session 2), cap. 33; 48 George III, cap. 11; 49 George III, cap. 17; 6 George IV, cap. 201; 7 William IV, and 1 Vict., cap. 85; 5 and 6 Vict., cap. 31; 24 and 25 Vict., caps. 14 and 112, relating to Bristol, or to the Port or Harbour of Bristol, or to the Bristol Channel, and to vary the tolls, rates, dues, and charges, by the before-mentioned Acts, respectively authorized to be taken, and to confer exemptions from payment thereof.

22nd. And notice is hereby also given, that plans and sections of the proposed docks, embankment or river-wall, railway or tramway, pipe-track or conduit-channel, and works, with a book of reference to such plans, a published map with the line of the proposed railway or tramway 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 Gloucester, at his office at Gloucester, and with the Clerk of the Peace for the county of Somerset, at his office at Wells, and with the Clerk of the Peace for the city and county of Bristol, at his office at Bristol, and with the respective parish clerks of each of the said parishes, at their respective residences, and in the case of any 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 in the Private Bill Office of the House of Commons.

Dated this 13th day of November, 1863.

James Wheeler, 4, Victoria-street, Westminster,
Osborne, Ward, and Co., } Solicitors
Bristol, } for the Bill.

Bristol Port Extension Railways.

(Construction of Railways to connect the Bristol Port Railway, the Great Western Railway, the Bristol and Exeter Railway, and the Midland Railway Lines and the Floating Harbour at Bristol; Execution of Works by the proposed Company and the Bristol Port Railway and Pier Company, the Bristol and Exeter and Great Western and Midland Railway Companies or any of them; Arrangements between and Contributions by the said Companies, and the Municipal Corporation of Bristol; Running powers over and use of Bristol Port Railway, and of portions of Great Western Railway and Station at Bristol; Incorporation of Company; Money Powers and Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a bill for effecting the objects or some of the objects following, namely:—

To make and maintain the several railways following, or some or one of them, or some part or parts thereof, together with all proper and convenient stations, sidings, approaches, ways

roads, bridges, works, and conveniences connected therewith, that is to say:—

1st. A railway (No. 1) commencing in the parish of Clifton, in the city and county of Bristol, by a junction with the authorised line of the Bristol Port Railway, at or near a point one hundred yards or thereabouts north-westward of the corner of the eastern pier of the Clifton Suspension Bridge, and terminating in the parish of Clifton aforesaid, at or near Clifton Wood Terrace, twenty yards or thereabouts westward of a house now occupied by Thomas Rawlings Egelstaff, situate in Clifton wood Terrace:

2nd. A railway (No. 2) commencing in the parish of Clifton aforesaid, at the point of termination hereinbefore described of the proposed railway (No. 1), and terminating in the parish of St. John, in the city and county of Bristol, at a point in Christmas-street, opposite to the southern end of the street or way known as St. John's Bridge:

3rd. A railway (No. 3) commencing in the parish of St. John aforesaid, at the point of termination hereinbefore described of the proposed railway (No. 2), and terminating in the parish of St. Philip and Jacob-out, in the city and county of Bristol, by a junction with the Great Western Railway on the bridge carrying such last-mentioned railway over Avon-street:

4th. A railway (No. 4) commencing in the Castle Precincts in the city and county of Bristol from and out of the proposed railway (No. 3), at a point in the Floating Harbour, eighty yards or thereabouts to the north-west of St. Philip's Bridge, and terminating in the parish of St. Stephen, in the said city and county of Bristol, on the public quay called the Grove, at the point where the Grove and Princes-street now unite:

5th. A railway (No. 5) commencing in the parish of St. Augustine, in the city and county of Bristol, by a junction with the proposed railway (No. 2) at a point seventy yards or thereabouts south-westward of Park-street, in the garden attached to the house No. 3, in Great George-street, now in the occupation of Cam Gyde Heaven, and terminating in the said parish of St. Augustine, on the northern bank of the Floating Harbour, at or near to the south-western end of the premises known as Liverpool Wharf:

6th. A railway (No. 6) commencing in the said parish of St. Augustine, in the said city and county of Bristol, by a junction with the proposed railway (No. 5) on the north bank of the Floating Harbour, at a point, measured along the edge of the harbour, two hundred and fifty-five yards or thereabouts, from the south-western end of the said premises known as Liverpool Wharf, and terminating in the said parish of Clifton, at the western end of the quay on the northern bank of the Floating Harbour, known as Mardyke Wharf:

7th. A railway (No. 7) commencing in the parish of Temple, otherwise Holy Cross, in the city and county of Bristol, by a junction with the proposed railway (No. 3) hereinbefore described in the Floating Harbour, at a point forty yards or thereabouts north-westward of the western abutment of the bridge carrying the Great Western Railway over the Floating Harbour, and terminating in the parish of St. Philip and Jacob-out, in the city and county of Bristol, by a junction with the branch railway from the Midland railway to the Floating Harbour, at a point eighty-three yards or thereabouts northward of the point where the said last-mentioned branch railway crosses the street called Barton-road:

Which said several intended railways and works hereinbefore described will be made in, or pass from, in, through, or into the several parishes, townships, extra parochial and other places or precincts following, or some of them, that is to say:—Clifton, St. Augustine, St. Michael, St. James, St. John, St. Leonard, Christchurch, St. Peter, Castle Precincts, St. Philip and Jacob, St. Philip and Jacob-in, St. Philip and Jacob-out, Temple, otherwise Holy Cross, St. Nicholas, St. Mary Le Port, and St. Stephen, all in the city and county of Bristol:

8th. To make and maintain the intended railways on the mixed gauge, or wholly on the broad gauge, or wholly on the narrow gauge, or partly on each gauge, and to make and maintain all requisite stations, sidings, roads, approaches, buildings, works and conveniences in the parishes, precincts, extra-parochial or other places aforesaid, in connection with the said intended railways, or some of them:

9th. To deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, and also to deviate vertically from the levels shown on the sections hereinafter mentioned:

10th. To cross, divert, alter, narrow or stop up, for the purpose of the intended works and of the intended bill, and either temporarily or permanently, roads, streets and highways, streams, pipes, sewers, canals, navigations, harbours, rivers, bridges, railways and tramroads, within the parishes, precincts, extra-parochial, or other places aforesaid, or any of them:

11th. To purchase and take by compulsion, and also by agreement, lands, houses and hereditaments, for the purposes of the intended works, and of the intended bill, and to vary or extinguish all rights and privileges in any manner connected therewith:

12th. To levy tolls, rates, and duties upon or in respect of the intended railways and works, and upon the railways, stations, tramways, and works belonging to the other companies hereinafter mentioned, and to confer exemptions from the payment of such tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges:

13th. To incorporate a Company for the purposes, or some of the purposes, of the bill, hereinafter called "The New Company:"

14th. To enable the new Company, the Bristol Port Railway and Pier Company, the Bristol and Exeter Railway Company, the Great Western Railway Company, and the Midland Railway Company, or any two or more of them jointly, or any of them alone, to exercise and execute the powers and objects of the intended bill, or some part or parts thereof, or to authorise the exercise and execution thereof partly by one or more of those companies, and partly by any other or others of them:

15th. To empower all Companies, persons, and corporations, from time to time, lawfully using the intended railways, or any of them, to run over, work, and use, with their engines and carriages, and for the purposes of their traffic of every description, and upon terms and conditions to be in case of difference settled compulsorily by arbitration, or to be provided in the said bill, the lines of railway, tramway, stations, roads, platforms, water, water engines, sidings, machinery, works, and conveniences of the Bristol Port Railway and Pier Company, and the lines of railway, roads, platforms, water, water engines, sidings, machinery, offices, works, and conveniences of the Great Western Railway Company, situate between the point of junction with the Great Western Railway of the proposed railway

(No. 3), and the station of the Great Western Railway Company at Bristol, including the said station and the premises connected therewith:

16th. To empower the new Company, the Bristol and Exeter Railway Company, the Bristol Port Railway and Pier Company, the Great Western Railway Company, and the Midland Railway Company, or any of them, to enter into and carry into effect contracts and arrangements for or with reference to the construction, ownership, use, management, maintenance, working and using by any or either of the contracting companies, either alone or jointly, of the railways, tramways, stations, works, and property of the other or others of them, or any part thereof, and with reference to the regulation, management and transmission of the traffic thereon, the supply and maintenance of engines, stock and plant; the fixing, collection, payment, division, appropriation and distribution of the tolls and other income and profits arising therefrom, the construction, alteration, or enlargement of any station or stations, or the appropriation, ownership, management, maintenance, and use of stations, buildings, lands, and property of any or either of the contracting Companies, and the rents, payments, allowances, contributions, and guarantees to be paid or given by any or either of the Contracting Companies, and the appropriation thereof:

17th. To empower the said Bristol Port Railway and Pier Company to take and hold shares in and subscribe towards the intended undertaking, or any part thereof, to the extent of fifty thousand pounds, and to guarantee interest dividends, or annual or other payments, on a sum not exceeding fifty thousand pounds; and to empower the said Bristol Port Railway and Pier Company to raise the sum of fifty thousand pounds by the creation of new shares or stock in their undertaking, with or without any preference or priority in payment of interest or dividend, or other privileges attached thereto, and by borrowing on mortgage or otherwise, for the purposes of the intended undertaking; and to apply their corporate funds accordingly (and to which subscription, guarantee raising of money and application, the consent of the Bristol Port Railway and Pier Company has been given at a meeting of the proprietors of the ordinary shares in that Company, held in conformity with the standing orders of Parliament):

18th. To empower the Bristol and Exeter Railway Company, the Great Western Railway Company, and the Midland Railway Company respectively, or any of them, to take and hold shares in and subscribe towards the said intended undertaking, or any part or parts thereof; to lend money and to guarantee interest, dividend, or annual or other payments for the purposes thereof, and to guarantee payment of the principal and interest of the mortgage debt raised for such purposes:

19th. To empower the Bristol and Exeter Railway Company, the Great Western Railway Company, and the Midland Railway Company respectively, or any of them, for the purposes of the intended Bill, to apply their corporate funds, and to raise further money by the creation of new shares or stock in their respective undertakings, with or without any preference or priority in payment of interest or dividend or other special privileges, and by borrowing on mortgage or otherwise, and either as part of their respective general capitals and debts, or as separate and independent capitals and debts:

20th. To empower the Bristol Port Railway and Pier Company, the Bristol and Exeter Railway Company, the Great Western Railway Com-

pany, and the Midland Railway Company respectively, or any of them, to appoint directors or additional directors of the new Company :

21st. To empower the Mayor, Aldermen, and Burgesses of the city of Bristol (hereinafter called the Corporation), and the new Company, and the Bristol Port Railway and Pier Company, the Bristol and Exeter Railway Company, the Great-Western Railway Company, and the Midland Railway Company, or any of those Companies, or the Corporation, or the four last named Companies, or any of them, and the new Company, to enter into and carry into effect contracts and arrangements with reference to the appropriation, purchase, taking and use of any existing or intended docks, stations, railways, tramways, quays, streets, roads and bridges; the purchase, leasing, and taking of lands and houses, or any interest therein, or easement over the same, for the purposes of the Bill; the construction, maintenance, improvement, working and use, and the letting, renting, and appropriation by or to any or either of the contracting parties, of any of the existing, authorized, or intended works and property of any other or others of them, and of any works incident or auxiliary thereto or consequent thereon, or which may be facilitated or benefited thereby, or beneficially connected therewith, and the rents, contributions, payments, and allowances to be paid or made by any or either of the contracting parties to the other or others of them :

22nd. To empower the Corporation to contribute and subscribe towards the undertaking and capital to be created by the Bill, or towards any part or parts thereof, to advance money on mortgages, bonds, or rent-charges to be granted under the Bill; to accept such mortgages, bonds, or rent-charges or shares or stock in such capital in payment or compensation for property, rights or interests taken or interfered with; to guarantee moneys borrowed, and to guarantee dividend or interest on shares created under the Bill; and for the purposes of the Bill to apply their borough fund and other corporate funds and revenue, and to raise money by borrowing on the security of their corporate funds and estates, borough fund, borough rates and other rates, or any of them, and to appoint directors or additional directors of the new Company :

23rd. To amend or repeal (so far as may be requisite for the purposes of the said Bill) the following Acts of Parliament, viz.: Local and Personal Acts 7 and 8 Vict., caps. 18 and 59; 8 and 9 Vict., caps. 38, 49, 56, 90, and 181; 9 and 10 Vict., caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326 and 340; 10 and 11 Vict., caps. 122, 135, 150, 191, 214, 215 and 270; 11 and 12 Vict., caps. 21, 88 and 131; 14 and 15 Vict., caps. 57, 88 and 113; 16 and 17 Vict., caps. 33 and 108; 19 and 20 Vict., cap. 54; 20 and 21 Vict., cap. 134; 22 and 23 Vict., caps. 130 and 136; 23 and 24 Vict., caps. 52, 65, 66 and 67; 24 and 25 Vict., caps. 57, 72, 91, 106 and 139; 25 and 26 Vict., caps. 81, 90, 91 and 173; and 26 and 27 Vict., caps. 74, 82, 113, 132, 182, 183, 203 and 222, relating to the Midland Railway Company; 5 and 6 William IV., cap. 107; 6 William 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. 68 and 99; 8 and 9 Vict., caps. 40, 42, 53, 115, 155, 156, 183, 184, 188, 190 and 191; 9 Vict., cap. 14; 9 and 10 Vict., caps. 166, 181, 236, 239, 240, 250, 251, 274, 275, 278, 300, 303, 307, 313, 315, 326, 328, 335, 337, 338, 369, 383 and 402; 10 and 11 Vict.,

caps. 60, 72, 76, 86, 91, 101, 109, 144, 149, 154, 177, 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, 178, 179, 184, 204, 205, 209, 210, 212, 215, 222 and 227; 17 and 18 Vict., caps. 108, 120, 158, 163, 192, 202, 204, 207, 209, 215 and 222; 18 Vict., caps. 11, 59 and 69; 18 and 19 Vict., caps. 98, 171, 175, 181, 183 and 191; 19 and 20 Vict., caps. 111, 126 and 137; 20 and 21 Vict., caps. 8, 24, 54, 96, 116, 119 and 158; 21 and 22 Vict., caps. 90, 123, 126, 139, 142 and 146; 22 Vict., cap. 13; 22 and 23 Vict., caps. 1, 17, 22, 40, 46, 59, 64, 76, 84, 105, 120, 134 and 138; 23 Vict., cap. 76; 23 and 24 Vict., caps. 69, 72, 76, 81, 82, 94, 127 and 128; 24 Vict., caps. 32 and 36; 24 and 25 Vict., caps. 22, 73, 76, 81, 87, 133, 134, 143, 144, 164, 167, 189, 197, 204, 212, 213, 215, 221, 227 and 240; 25 and 26 Vict., caps. 14, 56, 58, 71, 109, 110, 127, 148, 161, 167, 168, 178, 183, 190, 196, 198, 206, 208, 209, 212, 218, 221 and 226; 26 and 27 Vict., caps. 113, 127, 151, 172, 198, 204, 208 and 227; and 1 and 2 George IV., cap. 63; 6 George IV., cap. 168; 3 William IV., cap. 70; 7 George IV., cap. 53; 33 George III., cap. 112; 35 George III., cap. 72; 39 George III., cap. 60; 49 George III., cap. 42; 55 George III., cap. 30; 57 George III., cap. 15; and 1 and 2 George IV., cap. 61, relating to the Great Western Railway Company; 6 William IV., cap. 36; 1 and 2 Vict., cap. 26; 3 Vict., cap. 47; 4 and 5 Vict., cap. 41; 8 and 9 Vict., cap. 155; 9 and 10 Vict., cap. 181; 11 and 12 Vict., caps. 28, 77, 82, and 95; 14 and 15 Vict., cap. 22; 15 and 16 Vict., cap. 9; 18 and 19 Vict., cap. 63; 20 Vict., cap. 1; 23 and 24 Vict., caps. 92 and 124; 25 Vict., cap. 21; 25 and 26 Vict., caps. 111 and 123, and 26 and 27 Vict., caps. 60 and 107, relating to the Bristol and Exeter Railway Company; the Public General Act, 9 and 10 Vict., cap. 57, for regulating the gauge of Railways, so far as such Act applies to the Bristol Port Railway; "The Bristol Port Railway and Pier Act, 1862;" "The Bristol Dock Act, 1848;" 11 and 12 William III., cap. 23; 16 George IV., cap. 33, and the following local and personal Acts, viz.: 3 George IV., caps. 21 and 24; 43 George III., cap. 140; 46 George III., cap. 35; 47 George III. (Session 2), cap. 33; 48 George III., cap. 11; 49 George III., cap. 17; 6 George IV., cap. 201; 7 William IV. and 1 Vic., cap. 85; 5 and 6 Vict., cap. 31; 24 and 25 Vict., caps. 14 and 112, relating to Bristol; and to vary the tolls, rates, dues, and charges by those Acts respectively authorized to be taken, and to confer exemptions from payment thereof :

24th. 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 city and county of Bristol, at his office at Bristol; 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, or any part of them, are or is intended to be made, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection, in the

case of each parish, with the parish clerk thereof, at his residence, and, in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence; and printed copies of the said intended Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December next.

Dated this 13th day of November, 1863.

James Wheeler, 4, Victoria-street, Westminster, Osborne, Ward, and Co., Bristol, } Solicitors for the Bill.

In Parliament—Session 1864.

Ely, Haddenham, and Sutton Railway.

(Subscription by Great Eastern Railway Company; Use of Station at Ely and approach thereto.)

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

To incorporate a Company (herein referred to as "The Company") and to enable them to make and maintain a railway, with all needful works, stations, approaches, and conveniences connected therewith, commencing in the parish of Ely Trinity or Ely Saint Mary, by a junction with the Great Eastern Railway, near the Ely station thereof, and about two hundred yards north of the post indicating seventy-one miles and a quarter from London, passing through Ely Trinity, Ely St. Mary, Streatham, the hamlet of Thetford, the extra-parochial place of Grunty Fen, Wilburton, Haddenham, Sutton, Witchford, Wentworth, and Witcham, and terminating in the parish of Sutton, in a pasture field called the Parsonage Close, belonging to the Dean and Chapter of Ely, and in the occupation of Mr. John Hawkins.

All the said works will be in the Isle of Ely and county of Cambridge.

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

To enable the Company 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 intended railway and works, to purchase lands, houses, and other property compulsorily, for the purposes of the said intended railway and works, and to levy tolls, rates and charges in respect thereof, and to confer on the Company other rights and privileges.

To authorise the Great Eastern Railway Company to contribute towards the cost of constructing the intended railway and works out of their corporate funds, and, if necessary, out of capital to be raised by them, under the powers of the Bill, by shares or stock, and by loan, and with or without any priority of dividend or interest and other advantage over their existing and authorised capitals; and to enable the said 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, and to appoint directors of the Company.

To enable the Company and the Great Eastern Railway Company from time to time to enter into agreements with respect to the working, use, management and maintenance of the said

intended railway and works, the supply of rolling stock and machinery, and of officers and servants, for the conduct of the traffic thereon; 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 authorise the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which, previously to the passing of the Bill, may be made, touching any of the matters aforesaid.

To enable the Company to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions and on payment of such tolls, rates and charges, as may be agreed upon, or be settled by, arbitration, or defined by the Bill, so much of the Great Eastern Railway as lies between the point of junction therewith of the intended railway, and the station of the Great Eastern Railway at Ely, together with the watering places, booking offices, warehouses, sidings, works, and conveniences connected with the said portion of railway and station respectively.

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 Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of "The Great Eastern Railway Act, 1862," and "The Great Eastern Railway (additional powers) Act, 1863."

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 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 Isle of Ely, at his office at Wisbeach; 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, or in which any lands, houses or other property are intended to be taken, and a copy of this notice will be deposited with the parish clerk of each of 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 tenth day of November, 1863.

James Wheeler, 4, Victoria-street, Westminster, Solicitor for the Bill.

Mersey Docks and Harbour Board.

(Further Money; Alteration of Rates; Recovery of Town Dues; Purchase of Lands in Derby-road, Victoria-road, and Sefton-street; Diversion of Derby-road and Victoria-road; Power to stop up certain Streets; Arrangements as to Vulcan-street; Removal of St. Aidan's Church; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to enable the Mersey Docks and Harbour Board (hereinafter called "The Board") to effect the objects or some of the objects hereinafter mentioned, that is to say:—

1st. To borrow and raise on the security of their bonds, rates, and duties, or upon annuities or otherwise, a further sum of money for enabling the Board to improve and increase the accommodation and conveniences connected with their dock estate, and to carry out the powers of their existing Acts upon property now belonging to them upon the Liverpool side of the River Mersey.

2nd. To alter the existing tolls, rates, duties, and charges authorised to be levied by the Board or some of them, and the manner of charging the same, and to levy new tolls, rates, dues, duties, and charges, and particularly to alter all tonnage rates and graving-dock rates payable to the Board upon or in respect of steamers and other ships and vessels, and the mode of measuring and ascertaining the tonnage of such steamers, and also to vary the amount of and the mode of ascertaining, assessing, collecting, and levying pilotage rates and dues on or in respect of all vessels frequenting the port of Liverpool, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, duties, or charges respectively, and other rights and privileges.

3rd. To provide for the better and more easy recovery of the town dues and anchorage dues payable to the Board, and for facilitating the collection thereof.

4th. To purchase by agreement and by compulsion, for the purpose of increasing the accommodation connected with the docks of the Board, the lands and hereditaments following, or some of them, that is to say:—

1st. Certain lands and buildings situate in the extra-parochial place of Toxteth Park, in the county of Lancaster, and now belonging to the Shropshire Union Railway and Canal Company, containing 13,125 square yards or thereabouts, situate on the west side of and abutting on Sefton-street, and extending thence westwardly to the River Mersey, and bounded on the north by land belonging to the trustees of the late Duke of Bridgewater, and on the south by the Mersey Dock Estate.

2ndly. Certain other lands, together with the district church called St. Aidan's, and other buildings on part thereof erected, situate in the township of Kirkdale, in the parish of Walton-on-the-Hill, in the county of Lancaster, abutting westwardly on the Derby and Victoria Roads, and eastwardly in part on Bank Hall-lane and in part on the viaduct of the Dock Branch of the Lancashire and Yorkshire Railway Company, and at present intersected by Sandhills-road or lane, and containing 79,077 square yards or thereabouts,

5th. To make a diversion or alteration of the course of Derby-road and Victoria-road, such diversion or alteration commencing in the town-

ship of Kirkdale, in the parish of Walton-on-the-Hill, in the county of Lancaster, at a point 44 yards or thereabouts southward of the entrance gate to Bank Hall, and terminating in the parish of Liverpool, in the county of Lancaster, in Great Howard-street, at or near the point where that street joins Boundary-street, and for that purpose to purchase and take by compulsion lands, houses, and buildings, and to alter, vary, or extinguish all existing powers, rights, and privileges connected with the lands, houses, and buildings so to be purchased and taken, and to raise and apply money for those purposes; which said lands, and the diverted and altered roads and the works connected therewith, will be made or are situate in the several parishes, townships, extra-parochial and other places following or some of them, that is to say: Kirkdale, Walton-on-the-Hill, and Liverpool, all in the county palatine of Lancaster.

6th. To stop up and absorb into the Mersey Dock Estate, and to vest in the Board, Derby-road and Victoria-road respectively lying between the said point of commencement of the said proposed diverted or altered road, and the north side of Boundary-street, and also certain streets or roads now called or proposed to be called Grundy-street, Errington-street, and Holme-street respectively, and also the said street or road called Sandhills-road or lane (so far as the same intersects the present Dock Estate and the lands so proposed to be purchased) all in the said township of Kirkdale and parish of Walton-on-the-Hill aforesaid, freed and discharged from all rights, easements, or privileges, in, over, or affecting the same.

7th. To take down, alter, and remove, and to rebuild on another site on the lands so proposed to be purchased, or on some other lands to be provided by the Board the existing district church called "St. Aidan's," situate in the said township of Kirkdale, in the parish of Walton-on-the-Hill aforesaid.

8th. To stop up a certain street called Vulcan-street, situate in the township of Kirkdale, and parish of Walton-on-the-Hill aforesaid, and to vest the soil thereof in the Board and the London and North-Western Railway Company in equal moieties, and to extinguish all rights, easements, or privileges, in, over, or affecting the same.

9th. To cross, stop up, alter, divert, and interfere with, either temporarily or permanently, all streets, ways, highways, roads, streams, sewers, drains, mains, and pipes in the several parishes, townships, or extra-parochial places aforesaid, which it may be necessary to cross, stop up, alter, or divert, in the execution of the proposed works, or for the purposes of the intended Bill.

10th. To confirm a certain purchase recently made by the Board from Mr. James Kennedy, of land and buildings containing 12,035 square yards or thereabouts, situate in the extra-parochial place of Toxteth Park aforesaid, on the west side of Sefton-street and at the extreme south-west corner of the Mersey Dock Estate, on the Lancashire side of the River Mersey.

11th. To amend, alter, or repeal (so far as may be necessary or desirable) the several 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 (Corporation Purchase) Act, 1861," and "The Mersey Docks (North Wall) Act, 1863;" and also the following Acts (local and personal) relating to the London and North-Western Rail-

way Company (that is to say):—8 and 9 Vict., caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 and 10 Vict., caps. 67, 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, 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 and 15 Vict., caps. 28 and 94; 15 and 16 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. 2, 88, 113, and 134; 23 and 24 Vict., caps. 77 and 79; 24 and 25 Vict., caps. 66, 110, 123, 128, 130, 208, and 223; 25 and 26 Vict., caps. 55, 66, 78, 98, 104, 118, 148, 171, 176, 194, 198, 200, 208, and 209; and 26 and 27 Vict., caps. 5, 77, 79, 108, 177, 208, and 217.

And notice is hereby further given, that on or before the 30th day of November, 1863, duplicate plans and sections of the intended diversion or alteration of Derby and Victoria-roads, with a book of reference thereto, and a copy of this notice as published in the London Gazette, and also duplicate plans of the lands so intended to be purchased by compulsion, with a book of reference thereto, will be deposited for public inspection at the office of the Clerk of the Peace for the county palatine of Lancaster, at Preston, in that county, and that on or before the same day copies of so much of the said plans, sections, and book of reference, as relate to each parish and extra-parochial place from, in, through, or into which the intended diversion or alteration will be made or pass, or in which the lands so to be purchased are situate, with a copy of this notice as published in the London Gazette, will be deposited for public inspection, as regards each such parish, with the parish clerk thereof, at his residence, and as regards 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 November 1863.

John North, Solicitor of the said Board.

Chertsey District Gas.—County and General Gas Consumers' Company (Limited).

(Power to the County and General Gas Consumers' Company (Limited) to maintain their existing Gas Works, and supply Gas; to break up Streets; to charge Rates or Rents; and to extend their present limits of supply.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to make further and better provision for lighting with gas the town and parish of Chertsey, and the neighbourhood thereof, in the county of Surrey, and to confer upon the County and General Gas Consumers' Company (Limited), established under memorandum of association, dated the 4th day of February, 1856, and incorporated with limited liability (the certificate of incorporation bearing date the 6th day of February, 1856), under the provisions of "The Joint Stock Companies' Act, 1856," all or some of the following powers, that is to say:

To maintain their existing gas works, situate in the town and parish of Chertsey aforesaid, and to improve, enlarge, renew, and extend the same, and to maintain all such buildings, apparatus, gas meters, and other works, as may be necessary for the purposes aforesaid.

To manufacture gas, and to sell and dispose of the coke residuum, and products arising from such manufacture, and to supply gas for public and private purposes within the limits hereinbefore specified.

To lay down, continue, and maintain, and from time to time to renew mains, pipes, and other apparatus and works, in or under the several turnpike and other public, private, and occupation roads, highways, streets, lanes, passages, and places within the limits aforesaid, and for such purposes to open, break up, cross, divert, and stop up turnpike and other public, private, and occupation roads, highways, streets, lanes, passages, water courses, and other places within the limits aforesaid.

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

To levy and collect rates or rents for the supply of gas, and to alter the rates or rents now charged by the Company, and to confer, vary, or extinguish exemptions from the payment thereof, and to confer, vary, or extinguish other rights and privileges, and to confer upon the said Company all necessary powers and authorities for the purposes of the said Act, and to authorise and empower the said Company to enter into contracts for the supply of gas with all corporations, public bodies, commissioners, companies and persons, and to enable the said Company to carry on all the business of a Gas Light and Coke Company within the aforesaid limits, and to fix and determine the present and future capital of the said Company in relation to the objects and purposes of the intended Act, and to empower the Company to raise additional capital for such objects and purposes by the creation of new shares, with or without any preference or priority in the payment of dividend, or other special privileges attached thereto, and by borrowing, or by either of those means.

And it is intended to incorporate with the said intended Act, "The Lands Clauses Consolidation Act, 1845," and "The Gas Works Clauses Act, 1847," or some parts thereof respectively.

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

Dated the 9th day of November, 1863.

George John Durrant, Solicitor for the Bill,
23, Guilford-street, Russell-square,
London.

Weston-super-Mare, Axbridge, Cheddar, and Wells Railway.

(Construction of Railways from Bristol and Exeter Railway, near Weston-super-Mare; Junction to Axbridge, Cheddar, and Wells, and of Public Road to Wedmore; Incorporation of Company; Powers to, and arrangements with, and facilities to be afforded by Bristol and Exeter Railway Company, East Somerset Railway Company, Somerset and Dorset Railway Company; Running powers over East Somerset 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 following purposes:—

To make and maintain the railways hereinafter mentioned, or some or one of them, with all needful stations, junctions, works, approaches, and conveniences connected therewith respectively (that is to say)—

A railway commencing in the parish of Bleadon in the county of Somerset, by a junction with the Bristol and Exeter Railway, at or near the southern bridge in the uphill cutting in the said county of Somerset, passing from, in, through, or into the several parishes, townships, and extra-parochial places of Bleadon, Loxton, Bid-disham, otherwise Biddesham Bitsham, or Bit-sum, Compton Bishop, Weare, Axbridge, and Cheddar, or some of them, in the county of Somerset, and terminating at a spot in the said parish of Cheddar, in or near a field now, or formerly, in the occupation of George Ford, and which abuts upon the Cheddar water upon the south and upon the public road from Cheddar to Hythe Bridge upon the north, and which spot is situate 18 chains, or thereabouts, from the parish church of Cheddar, measured in a westerly direction.

A railway commencing in the parish of Cheddar, by a junction with the last-mentioned railway at its termination, passing from, in, through, or into the several parishes, townships, and extra-parochial places of Cheddar, Nyland, and Batcombe, Draycott, Cheddar, and Rodney, Stoke, intermixed, Rodney, Stoke, Westbury, Easton, the out-parish of St. Cuthbert Wells (division No. 1), Wookey, the out-parish of St. Cuthbert Wells (division No. 2), the in-parish of St. Cuthbert Wells, and the out-parish of St. Cuthbert Wells (Coxley Tithing), or some of them, in the county of Somerset, and terminating by a junction with the East Somerset Railway, in the said out-parish of St. Cuthbert Wells (Coxley Tithing), at a point 17 chains, or thereabouts, from the goods' house of the Wells station, of the said East Somerset Railway, measured along that line of railway in the direction of Shepton Mallet.

A railway commencing in the said in-parish of St. Cuthbert Wells, from and out of the last-mentioned railway, at a point where it crosses the south side of the turnpike road from Wells to Wookey, which point is distant about one chain from the Plough Inn, measured in the direction of Wells, and terminating by a junction with the Somerset and Dorset Railway, in the said in-parish of St. Cuthbert Wells, at a point about one chain in a westerly direction from the west end of the Wells passenger platform of the said Somerset and Dorset Railway, all which last-mentioned intended railway is situated in the said in-parish of St. Cuthbert, Wells, in the said county of Somerset.

Also, to make a public carriage road, commencing in the parish of Rodney Stoke, from and out of the public road leading from Bartlett's Bridge to Rodney Stoke, at a spot 46 chains, or thereabouts, from Bartlett's Bridge, measured along the course of the existing public road, and terminating in the parish of Wedmore, at or near the place where the existing road leading from Wedmore by Mr. Tonkin's pottery, ends at the fields, forming a part of or adjoining to Wedmore Moor. Also to make a public carriage road, commencing at the intended termination of the before-mentioned proposed road in the parish of Wedmore, and terminating in the village of Wedmore, in the parish of Wedmore, at or near the spot where the said road from Wedmore Moor enters the said village, nearly opposite the house of Mr. Tonkin; and, for the purposes of such last-mentioned public carriage road, to widen, divert, and improve the existing road

leading from Wedmore by Mr. Tonkin's pottery, to or towards Wedmore Moor aforesaid; which said public carriage roads will pass from, in, through, or into the several parishes, townships, and places of Wedmore, Wedmore Moor, Barrows, Hans, Nylands, and Batcombe, and Rodney Stoke, or some of them. And it is intended to provide that the maintenance and repair of such public carriage roads, when made, shall be charged upon the respective parishes, townships, hamlets, places, or highway districts in which such roads will be situate, and upon the highway rates thereof, and paid for out of such rates.

To incorporate a Company (in this notice referred to as the Company), and to give to such Company powers, either alone or in conjunction with the Bristol and Exeter Railway Company, and East Somerset Railway Company, or one of them, of carrying into effect all or any of the objects of the Bill.

To enable the Company 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 by compulsion, for the purposes of the said intended railways and works, and to levy tolls, rates, and charges in respect thereof, and to confer on the Company other rights and privileges.

To authorise the Bristol and Exeter Railway Company and East Somerset Railway Company, or one of them, to contribute towards the cost of constructing the intended railways and works, or any of them, out of their respective corporate funds, or any funds which they are now respectively authorised to raise, 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 respective existing and authorised ordinary capital, and to enable the Bristol and Exeter Railway Company, and East Somerset Railway Company, 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 capital, or any part thereof, and to appoint directors of the Company.

To enable the Company on the one hand, and the Bristol and Exeter Railway Company, East Somerset Railway Company, and Somerset and Dorset Railway Company, or any, or either of them, on the other hand, from time to time, to enter into, and carry into effect, agreements with respect to the working, use, management, and maintenance of the said intended railways and works, or any part or parts thereof respectively, by the Bristol and Exeter, East Somerset, and Somerset and Dorset Railway Companies, or any, or either of them, the supply of rolling stock and machinery, and the appointment of officers and servants for the conduct of the traffic of the intended 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 upon the respective undertakings of the contracting Companies; 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, previously to the passing of the Bill, may be made, touching any of the matters aforesaid.

To enable the Company, and all Companies, and persons lawfully working or 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, and upon such terms and conditions, and on payment of such tolls, rates and charges, as may be agreed upon, or be settled by arbitration or defined by the Bill, all, or any part of the East Somerset Railway, together with the stations, watering places, booking offices, warehouses, landing places, sidings, works and conveniences connected therewith.

To require the Bristol and Exeter, East Somerset, and Somerset and Dorset Railway Companies, or any of them, or the Companies working the said railways or undertakings respectively, or any of them to receive, book and invoice through, forward, accommodate and deliver on and from the same, and at the stations, warehouses and booking offices thereof, all traffic of whatever description coming from, or destined for the undertaking of the Company, and to provide accommodation for the clerks and servants of the Company, at their respective stations, upon such terms and conditions as may be agreed upon, or failing such agreement, as shall be settled by arbitration, or as may be defined by the Bill, 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,

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 Act, 1845," "The Companies' Clauses Consolidation Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," and it will amend and enlarge the powers and provisions of the following, and of any other Acts relating to the Bristol and Exeter Railway Company, namely, 6 William 4, cap. 36, and "The Bristol and Exeter Railway Act, 1863," the 19 and 20 Vic., cap. 16; 20 and 21 Vic., cap. 105; 23 and 24 Vic., cap. 73, and any other Acts relating to the East Somerset Railway, and the Act 18 and 19 Vic., cap. 182, and "The Somerset and Dorset Companies Amalgamation Act, 1862."

Duplicate plans and sections describing the lines, situation and levels of the proposed railways and works, and the lands, houses and other property, in or through which they will be made, or which may be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the actual 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, 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 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 intended railways and works will be made, or in which any lands, houses or other property are intended to be taken, 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 Parish Clerk of some adjoining 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 10th day of November, 1863.

Radcliffe and Davies, 20, Craven-street, Strand.

Fussell and Prichard, Bristol, Solicitors for the Bill.

In Parliament.—Session 1864.

Wakefield Ings Road.

(Repeal of Act; Confirmation of Agreement.)

NOTICE is hereby given, that application will be made to Parliament in the ensuing session for leave to bring in a Bill and to pass an Act to alter, amend, or repeal an Act passed in the last session of Parliament, entitled "An Act for continuing the term, and amending and extending the provisions of the Act relating to the road from the bottom of Kirkgate to the bottom of Westgate, both in the parish of Wakefield, in the West Riding of the county of York, and to make other provisions in lieu thereof;" and to enable the mayor, aldermen, and burgesses of the borough of Wakefield (as the Local Board of Health for the said borough) to sewer, level, pave, flag, and channel the said road, and to call upon the owners of premises fronting, adjoining, or abutting upon the said road to reimburse the said Local Board all sums of money which they may expend or incur in or about the execution of the works aforesaid, and by the said Bill power will also be taken to apply the provisions of "The Public Health Act, 1848;" "The Local Government Act, 1858," and any Acts amending the same to the said road, and to empower the said Local Board to levy rates within the said borough for the purposes of the said intended Act, to confer exemptions from payment of rates, and to confer, vary, or extinguish other rights and privileges.

And the said Bill will also confirm any agreement already or hereafter to be entered into between the trustees and mortgagees of the said road and the said Local Board of Health.

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

Dated this 12th day of November, 1863.

James Whitham, Town Clerk, Wakefield.

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

In Parliament.—Session 1864.

Chesterfield and Hernstone Lane Head Turnpike Road.

(Repeal and Amendment of Acts; Abandonment of Certain Parts of Road as Turnpike; Alteration of Tolls, and of Interest on Debt.)

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 amend and enlarge the powers and provisions of the several Acts following, relating to the Chesterfield and Hernstone Lane Head Turnpike Road (that is to say)—An Act passed in the 32nd year of the reign of King George the Second, intituled "An Act for repairing and widening the road from Chesterfield to the turnpike road at Hernstone Lane Head; and also the road branching from the said road upon the East Moor, through Baslow and Wardlow to the joining of the said roads again near Wardlow Mires; and also the road leading between the said road and branch from Calver

Bridge to Baslow Bridge; and also the road from the turnpike road near Newhaven House to the turnpike road near Grindleford Bridge, in the county of Derby." An Act passed in the 19th year of the reign of King George the Third, intituled "An Act for enlarging the term and powers of an Act made in the 32nd year of the reign of His Majesty King George the Second, intituled, "An Act for repairing and widening the road from Chesterfield to the turnpike road at Hernstone Lane Head; and also the road branching from the said road upon the East Moor, through Baslow and Wardlow to the joining of the said roads again, near Wardlow Mires; and also the road leading between the said road and branch from Calver Bridge to Baslow Bridge; and also the road from the turnpike road, near Newhaven House, to the turnpike road near Grindleford Bridge in the county of Derby;" an Act passed in the 41st year of the reign of King George the Third, intituled, "An Act to continue for twenty-one years, and from thence to the end of the then next Session of Parliament the term, and alter and enlarge the powers of two Acts passed in the 32nd year of the reign of His late Majesty King George the Second, and the 19th year of the reign of His present Majesty, for repairing and widening the road from Chesterfield to the turnpike road at Hernstone Lane Head, and several other roads in the said Acts mentioned, all in the county of Derby;" and lastly, an Act passed in 52nd year of the reign of King George the Third, intituled, "An Act for enlarging the term and powers of an Act of King George the Second, and two Acts of His present Majesty, for repairing the road from Chesterfield to Hernstone Lane Head, with its branches, and for amending and making a certain other road to communicate therewith, all in the county of Derby," or to repeal the said Acts and to grant other and more effectual powers and provisions instead thereof, and to continue and extend the term granted by the said last-mentioned Act.

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

To abandon and discontinue as turnpike the following portions of road (that is to say),

(1) So much of the road branching out of the road from Chesterfield by Ashgate, to Robin Hood Toll Bar, as lies between the point where the road branches out of the said last-mentioned road, near the Cross Roads Inn, in the parish of Brampton, and the junction with such last-mentioned road at Calver Bridge.

(2) And such part of the branch road from the East Moor through Baslow and Wardlow as leads from Baslow, at or near to a certain house in Baslow, called the New Buildings, through Wetlands Lane by Bubnell to Hassop, to or near to the Newburgh Arms Public House.

(3) The following portions of the road from the turnpike road at or near to the inn known as Newhaven House, to the turnpike road near Grindleford Bridge, namely, so much thereof as leads from Newhaven House aforesaid through Conksbury to the junction of the said road with the highway, called Butts Lane, leading to Bakewell.

The part thereof from near a house known by the sign of the Rodney, and proceeding along a road called the Wheat Bridge Road, to where the said road joins the main road at the end of Ormond Terrace, in the township of Newbold.

Also all that part of this road, commencing at the east side of the northern end of a certain road or highway, called the Pothouse-lane, in the townships of Chesterfield and Newbold, and proceeding

to the eastern terminus of this road, in the borough of Chesterfield, at or near to the Brickyard gate.

And lastly, the portion thereof commencing at a house in Stoney Middleton, occupied by John Lancake, and terminating at a house occupied by Joseph Walker, and situate in the parish of Eyam.

To declare the said portions of road so to be abandoned to be public highways, and to throw the expense of their repair and maintenance upon the several parishes and townships in which they are respectively situate.

To alter the tolls authorised by the before-mentioned Act passed in the 52nd year of the reign of King George the Third, and the application of the tolls, and to levy other tolls, and to confer, vary, and extinguish exemptions therefrom.

To make such arrangements as may be deemed expedient as to the mortgage debts now due and owing upon the credit of the tolls, and the payment of the principal and interest of such debts. To alter the rate of interest now payable, and to fix the proportion of tolls to be hereafter applied in payment of the said principal and interest, and to make other provision with reference thereto, and with respect to the liquidation of any other charges and liabilities affecting the said roads, and with respect to the maintenance of such parts thereof as will still continue turnpike.

To vary and extinguish all existing rights, interests, and privileges which would interfere with any of the objects of the Bill.

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

Dated this 7th day of November, 1863.

(By order),

Thomas Mander, Bakewell, Clerk to the Trustees of the said road.

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

In Parliament—Session 1864.

Poole, Bournemouth, and Wimborne Railways. (Incorporation of Company; Construction of Railways at Poole and from Poole to Bournemouth and Wimborne; Running Powers over Railways of London and South Western and Somerset and Dorset Railway Companies; Powers to those Companies to subscribe and enter into Working Arrangements; Amendment of Acts.)

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

To incorporate a Company (hereinafter referred to as the Company) and to authorize the Company to make and maintain the Railways following, or some or one of them, with all proper stations, approaches, works, and conveniences connected therewith (that is to say),—

A railway (No. 1) to commence in the parish of Saint James, in the county of the town of Poole, at or near a house belonging to Sir Ivor Bertie Guest, Bart., and in the occupation of Mr. Robert White, grocer, nursery and seedsman, and situate on the south-east side of a certain street or highway called or known by the name of the Parade, and to terminate in the parish of Canford Magna, in the county of Dorset, in a field plantation or piece of heath land belonging to and in the occupation of George Durrant, at a point fourteen-and-a-half chains or thereabouts in a north-westwardly direction from an inn or public house called or known as the Woodman's Tavern, situate on the

north side of the turnpike road leading from Poole to Bournemouth; which said intended Railway (No. 1), will be made or 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,—Saint James, in the town and county of Poole and Longfleet, Parkstone, Kinson and Canford Magna, in the county of the town of Poole, and county of Dorset, or one of them:

A Railway (No. 2) to commence by a junction with the said intended Railway (No. 1), at the termination thereof as hereinbefore described, and to terminate in the parish of Canford Magna, in the county of Dorset, by a junction with the Somerset and Dorset Railway at a point thereon sixty yards or thereabouts in a westwardly direction from the bridge in Canford Magna, carrying the turnpike road from Wimborne to Poole over that railway, which said intended Railway (No. 2) will be made or 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, Kinson and Canford Magna, in the county of Dorset.

A Railway (No. 3) to commence in the parish of Canford Magna, in the county of Dorset, by a junction with the said intended Railway (No. 2) in a field called Home Close, belonging to Sir Ivor Bertie Guest, Bart., and in the occupation of Samuel Holland, and to terminate by a junction with the Southampton and Dorchester line of the London and South Western Railway, at a point thereon one hundred and ninety-three yards or thereabouts south of the bridge, carrying the said railway over the private road or carriage approach leading from Wimborne Minster to Canford House, which said intended Railway (No. 3) will be wholly situate within the said parish of Canford Magna, in the county of Dorset.

A Railway (No. 4) to commence by a junction with the said intended Railway (No. 1) at the termination thereof as hereinbefore described, and to terminate at Bournemouth, in the parish of Holdenhurst, in the county of Southampton, in a piece of land, heath or plantation belonging to Sir George Elliott Meyrick Tapps Gervis, Bart., and late in the occupation of James Thornton, at or near a point distant one hundred and seventy-six yards or thereabouts in a north-eastwardly direction from the north-west corner of a cottage, in the occupation of Isaac James, adjoining the public road from Bournemouth aforesaid to the village of Holdenhurst, in the parish of Holdenhurst, there (if deemed fit) forming a junction with the line of railway authorized by "The Ringwood Christ Church and Bournemouth Railway Act, 1863;" and which said intended Railway (No. 4) will be made, or 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,—Parkstone, Kinson, and Canford Magna, in the county of Dorset, and Holdenhurst and Christchurch, in the county of Southampton.

A Railway (No. 5) to commence in the parish of Hamworthy, in the county of the town of Poole, and county of Dorset, or one of them, by a junction with the Poole Branch of the London and South Western Railway, at a point thereon eleven chains and five yards or thereabouts in a westwardly direction from the south-west corner of the north platform of the Poole Station of that branch, and to terminate by a junction with the said intended Railway (No. 1) at the commencement thereof as hereinbefore described, which said intended Railway (No. 5) will be made or 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, Hamworthy, Canford Magna,

and St. James, in the county of the town of Poole, and county of Dorset, or one of them.

To cross, stop up, alter, or divert, whether temporarily or permanently, all such turnpike roads and highways, railways, tramways, canals, streams, rivers, navigations, and other works within or adjoining 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 executing the several purposes of the intended Act, and to enable the Company to make and maintain shipping places, wharves, quays, jetties, piers, and other works at Poole aforesaid.

To empower the Company to purchase by compulsion or agreement lands, houses, and hereditaments, and rights, liberties and easements in and over the same for the purposes of the said intended railways and works, and to vary and extinguish all existing rights and privileges connected therewith, which would in any manner impede or interfere with the objects and purposes of the intended Act, and to confer other rights and privileges.

To authorize the Company to levy tolls, rates, and duties for or in respect of the said intended railways and works, and to alter, if need be, the tolls demandable by the Somerset and Dorset Railway Company, and by the London and South Western Railway Company, or one of them, and to grant exemptions from the payment of tolls, rates, and duties.

To enable the Company and all Companies and persons lawfully using the railways or any part of the railways of the Company, to run over and use with their engines and carriages of every description, upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon or settled by arbitration, or by the intended Act the railways or portions of railways following, that is to say: so much of the Somerset and Dorset Railway as lies between the point of junction therewith of the said intended Railway No. 2 and the Corfe Mullen station on that railway; the Poole Branch of the London and South Western Railway; and so much of the Southampton and Dorchester line of that railway as lies between the said Poole Branch and the Wimborne Station, including the Wimborne and Poole Stations, together with the stations, watering places, water supply, booking offices, warehouses, landing places, branch railways, works, and conveniences connected with such railways and portion of railways respectively; and to demand and levy tolls and charges in respect of such running over and using.

To compel the London and South Western Railway Company and the Somerset and Dorset Railway Company, or one of them, to book through from all stations and places on their respective systems of railways, and to forward with due diligence passengers, goods, minerals, animals, and other traffic to and over the undertaking, and to afford all necessary facilities for enabling the Company to book through from all stations and places on their railways, and to forward with due diligence such traffic as aforesaid to and over the respective systems of the London and South Western Railway Company, and the Somerset and Dorset Railway Company respectively, and to provide for fixing by arbitration or otherwise the tolls and charges to be paid for such services, and the apportionment of the tolls and charges for traffic passing over or upon the undertaking, and also passing over or upon the undertakings of the two other Companies, or either of them, and to compel the Company to perform the like services for, and to give the like facilities to, the two other Companies, or one of them, and to provide for the like fixing and apportionment of tolls and charges, and to provide, if need be, for the

appointment by the Company, or the said two other Companies respectively, as the case may be, of proper offices and servants for performing such services, and for the use by such officers and servants of station, and other accommodation on the respective railways of the Company, and the said two other Companies.

To authorize the London and South Western Railway Company and the Somerset and Dorset Railway Company, or either of them, to subscribe and contribute funds towards the construction and maintenance of the intended railways and works, or any of them, and to take and hold shares in the capital of the Company, and to guarantee to or for the Company interest, dividend, annual or other payments on shares and stock, and the principal and interest of any loan or mortgage, and for such purposes to apply any capital or funds now or hereafter belonging to them, or under the control of their Directors, and if thought fit to raise additional capital for such purposes by the creation of new shares or stock in their respective undertakings, with or without any preference, priority, or guarantee in payment of interest, or dividend, or other rights or privileges attached thereto, and by borrowing on mortgage or bond, or by any of such means, and to enable the London and South Western Railway Company and the Somerset and Dorset Railway Company, or either of them, to appoint Directors of the Company.

To enable the Company on the one hand, and the London and South Western Railway Company, and the Somerset and Dorset Railway Company, or either of those Companies, on the other hand, to enter into agreements with respect to the construction, working, use, management, and maintenance of the said intended railways and works, or any part or parts thereof respectively, the payments to be made and the conditions to be performed with respect to such construction, 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 fixing, collecting, division, and appropriation of the tolls, rates, charges, receipts, and revenues arising from that traffic; and to authorise 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 intended Act may be made, touching any of the matters aforesaid.

To incorporate with the intended Act the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1862," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863."

And it is proposed by the intended Act to alter, amend, extend, and enlarge, or repeal so far as may be necessary, the powers and provisions of the several Acts following, or some of them, that is to say, Local and Personal Acts, 4 and 5 William IV., cap. 88; 1 Vict., cap. 71; 1 and 2 Vict., cap. 27; 2 and 3 Vict., cap. 28; 4 and 5 Vict., caps. 1 and 39; 7 and 8 Vict., caps. 5, 63, and 86; 8 and 9 Vict., caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Vict., caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vict., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vict., caps. 75, 85, 87, 89, 125, and 157; 51 George III., cap. 196; 12 and 13 Vict., caps. 33 and 34; 13 and 14 Vict., cap. 24; 14 and 15 Vict., cap. 83; 16 and 17 Vict., caps. 99 and 164; 17 and 18 Vict., caps. 186 and 208; 18 and 19 Vict., caps. 177 and 188; 19 and 20 Vict., cap. 120; 20 and

21 Vict., caps. 18, 72, 121, and 136; 21 and 22 Vict., caps. 56, 58, 67, 89, and 101; 22 Vict., cap. 3; 22 and 23 Vict., caps. 31, 44, 81, 95, and 134; and 23 and 24 Vict., caps. 92, 103, 158, and 185; and 25 and 26 Vict., cap. 42; and 26 and 27 Vict., caps. 90 and 109, and all other Acts relating to the London and South Western Railway Company; 15 Vict., cap. 63; 18 and 19 Vict., cap. 182; 19 and 20 Vict., cap. 102; 22 and 23 Vict., cap. 56; 24 and 25 Vict., cap. 209; 19 and 20 Vict., cap. 135; 20 and 21 Vict., cap. 139; 23 and 24 Vict., cap. 130; and 25 and 26 Vict., cap. 225, relating to the Somerset and Dorset Railway Company; 22 and 23 Vict., cap. 95; and 26 and 27 Vict., cap. 134, relating to the Ringwood Christ Church and Bournemouth Railway Company, and any other Acts relating to the before named Companies, or either of them; and also the following Acts, that is to say, the Acts local, 19 and 20 Vict., cap. 90; 22 Vict., cap. 21; 4 and 5 William IV., cap. 46; An Act passed in the 29th year of His late Majesty King George II, entitled "An Act for the better ascertaining, recovery and collecting certain duties payable upon the importation and exportation of goods and merchandize, into or out of the harbour of the town and county of Poole."

And notice is hereby further given, that plans and sections of the said intended railways and works, together with a book of reference to such plans, 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 instant, be deposited for public inspection with the Clerk of the Peace for the county of Dorset, at his office at Sherborne, in the said county, and with the Clerk of the Peace for the county of Southampton, at his office at Winchester, in the said county, and with the Clerk of the Peace for the county of the town of Poole, at his office in Poole; 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 railways and works are intended to be made, or in which any lands are intended to be taken, together with a copy of this notice, published as aforesaid, 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, at his residence.

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

Dated the 10th day of November, 1863.

James Wheeler, 4, Victoria-street, Westminster, Solicitor for the Bill.

Royal Arcade Company.

(Incorporation of Company—Construction of Arcade between Bond-street and Regent-street—Widening of Bond-street—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 under the name or title of "The Royal Arcade Company," and to enable such Company to make and maintain the following works (that is to say):—1. An arcade, covered passage, or public thoroughfare, or promenade, and all necessary buildings connected therewith, to be called "The Royal Arcade," for connecting Bond-street with Regent-

street, which arcade, or covered passage, will commence at a point in new Bond-street between Cliford-street and Conduit-street, at or near the hotel on the east side of said street, called or known as "Stevens's Hotel," in the parish of Saint James's, Westminster, and thence running in a direct line in a north-easterly direction, will terminate in Regent-street, at or near the houses numbered 189 and 191 on the west side of the said street, in the said parish of Saint James's, and near the mews called the Old Burlington-mews, which arcade, and buildings connected therewith, will pass through or be situate in the parish of Saint James's, Westminster, and Saint George's, Hanover-square, in the city and liberties of Westminster, and county of Middlesex. 2. The widening of the east side of Bond-street aforesaid, from the junction of the said intended arcade therewith, to a point 15 yards or thereabouts to the north of such junction, and 15 yards or thereabouts to the south of such junction, which said work will be wholly situate in the parishes aforesaid, or one of them.

And in the said intended act the following powers or some of them will be taken (that is to say) :—

To enable the proposed company to acquire, compulsorily, or by agreement, such lands, houses, and hereditaments and easements connected therewith, as may be necessary for the construction and maintenance of the said arcade and works, and to confer, vary, or extinguish any rights or privileges connected therewith.

To stop up, alter, or divert, and use such streets, roads, and passages, and to vest in the said Company the soil of such streets or places as may be taken, stopped up, or diverted, within the limits, and so far as necessary for the purposes of the said undertaking, and to make provision for the drainage, sewerage, paving, and lighting of the said intended arcade and buildings connected therewith.

To enable the Company to levy rents, rates, or dues or charges in respect of the shops, buildings, or stalls intended to be erected in the said arcade, and to grant or confer certain exemptions from the payment of such rates or charges, or other rights or privileges.

And so far as may be necessary for the purposes aforesaid, power will be taken to amend and enlarge, or, if necessary, in part to repeal certain provisions of the public Acts following, viz. :—18 and 19 Vic., c. 120, intituled "An Act for the better Local Management of the Metropolis;" and 18 and 19 Vic., c. 122, intituled, "The Metropolitan Building Act, 1855."

To incorporate with the intended Act all or some of the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Act, 1863;" "The Railway Clauses Consolidation Act, 1845;" "The Railways Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" and "The Lands Clauses Consolidation Acts Amendment Act, 1860."

And notice is hereby further given, that duplicate plans and sections describing the line and situation of the said arcade and works, and the lands and houses intended to be taken, and a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, with a copy of this notice, as published in the London Gazette, will, on or before the 30th of November instant, be deposited with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, and with the Clerk of the Peace for the city and liberties of Westminster, at his office at the Sessions House, Westminster; and a copy of so much of the said plans, sections, and book of reference as relates to each of the said parishes in or through which the said intended arcade and works

shall be made or passed through, with a copy of such Gazette notice, will, on or before the said day, be deposited with the vestry clerk of the said parishes of Saint James's, Westminster, and Saint George's, Hanover-square, at their offices at Mount-street, Berkeley-square, and Piccadilly, respectively.

And 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 5th day of November, 1863.

Pearm and Clabon, No. 21, Great George-street, Westminster.

J. D. Thomson, No. 9, Lincoln's-inn-fields.

Wandsworth Bridge.

(Incorporation of a Company for making a New Bridge across the Thames, with approaches from the York-road, Wandsworth, to the King's-road, Fulham, and to the junction of Moore Park-road, and Britannia-road, Fulham; 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 objects hereinafter mentioned, or some of them (that is to say),

1. To incorporate a Company (herein called the Company) for the purposes hereinafter mentioned.

2. To enable the Company to make the following works (that is to say),

(1.) A new bridge for carriages, carts, horses, and passengers, across the River Thames, with road approaches thereto, on both sides, and with all convenient and necessary abatments, piers, landing stairs, and works, to commence in the York-road, Wandsworth, 250 feet or thereabouts to the eastward of the junction therewith of Jew's-road, in the parish of Wandsworth, in the county of Surrey, and to terminate in the King's-road, in the parish of Fulham, in the county of Middlesex, 170 feet or thereabouts to the south-westward of the public-house called the Peterborough Arms, which said bridge, roads, and approaches, will be made in or pass from, through, or into the several parishes, townships, and extra-parochial places following, or some of them (that is to say), Wandsworth, in the county of Surrey, and Fulham, in the county of Middlesex.

(2.) A road commencing in the King's-road aforesaid, in Fulham, in the county of Middlesex, at the termination of the work hereinbefore described, under the number (1), and terminating in the Moore Park-road, in Fulham aforesaid, on the south west of, and nearly adjoining to the point where such road is crossed by the Britannia-road, in Fulham aforesaid, which said road will be situate in the said parish of Fulham.

(3.) A road commencing in the York-road Wandsworth, by a junction with the work hereinbefore described under the No. (1), and terminating at the junction of the High Road from Wandsworth to London, and the High Road from Wandsworth to the New Wandsworth Station of the Crystal Palace and West End Railway, which said work will be situate in the said parish of Wandsworth.

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

4. To authorise the Company to purchase by compulsion and by agreement, 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 intended Act.

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

6. To incorporate with the said Bill, all or some parts of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863."

7. To repeal or alter the following Acts (that is to say), "The Thames Conservancy Act, 1857," and "The Watermen's and Lightermen's Amendment Act, 1859."

On or before the 30th day of November, 1863, plans and sections of the proposed bridge, roads, approaches, and works, together with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at Clerkenwell, in that county, and with the Clerk of the Peace for the county of Surrey, at his office at Lambeth, in that county; and on or before the said 30th day of November, so much of the said plans and sections, and book of reference as relates to each parish from, or through, or into which the proposed bridge, approaches, and works will be made or passed, with a copy of this notice as published in the London Gazette, will be deposited as follows (that is to say), in the case of the parish hereinbefore described as being in the county of Surrey, with the Clerk of the district Board of Works, of the Wandsworth district, and in the case of the parish hereinbefore described, as being in the county of Middlesex, with the Clerk of the district Board of Works of the Fulham district.

On or before the 23rd day of December, 1863, printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 11th day of November, 1863.

Fearon and Clabon, No. 21, Great George-street, Westminster.

Ashford and Faversham Junction Railway.

(Incorporation of Company for making Railway communication between Ashford and Faversham, in connection with the London, Chatham, and Dover, and South-Eastern Railway Companies; Power to run over and use Portions of those Railways and Stations thereon, and to those Companies to run over and use the intended Railway; To enter into Working and Traffic and Joint-Station Arrangements, and to levy Tolls; Amendment of Acts of those Companies; and for other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act to incorporate a Company (hereinafter called the Company) for making and maintaining, and to empower them to make and maintain, a railway, with all proper stations, works, and conveniences connected therewith; such railway commencing by a junction with the South-Eastern Railway at a point thereon situate in the parish of Ashford, in the county of Kent, and being 2 furlongs distant westward from the centre

of the bridge carrying the road leading from Ashford to King's North Park, over the South-Eastern Railway, and terminating by a junction with the London, Chatham, and Dover Railway, at a point thereon, situate in the parish of Faversham, in the said county of Kent, and being 5 furlongs, 5 chains distance westward from the centre of the level crossing of the London, Chatham, and Dover Railway, over the road leading from Faversham to Preston, Sheldwich, and Charing, and which said intended railway, and the works connected therewith, will pass in, from, through, or into the parishes, townships, extra-parochial and other places following, or some of them (that is to say):—Faversham; Ospringe, Prestor, Leveland, Throwley, Charing, Westwell; and Ashford, all in the said county of Kent.

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

To make lateral deviations in constructing the said railway and works from the lines laid down on the plans thereof, to be deposited as hereinafter mentioned, to such an extent as will be defined upon the said plans.

To authorize junctions and other interference with the rails and works of the South-Eastern Railway, and London, Chatham, and Dover Railway, at the proposed points of junction therewith, and to regulate such junctions.

To cross on the level, or under, or over, and to stop up, alter, or divert, either temporarily or permanently, all turnpike and other roads, highways, railways, tramways, canals, rivers, cuts, sewers, watercourses, drains and pipes, and gas and water mains and pipes, and hedges, within the before-mentioned parishes, townships, and extra-parochial places with which it may be necessary to interfere in the construction of the said intended railway and works, or any of them.

To purchase, compulsorily or otherwise, all lands, houses, and hereditaments within the before-mentioned parishes, townships, and extra-parochial places required for the purposes of the said railway and works, and to vary or extinguish rights or privileges connected therewith, which would interfere with the construction, maintenance, or use of the said railway and works.

To levy tolls, rates, and duties for the use of the said railway and works, and for the conveyance and haulage of traffic, and for the use of engines, carriages, waggons, and trucks, and to confer, vary, or extinguish; exemptions from the payment of such tolls, rates, and duties, and to confer, vary, or extinguish other rights, privileges, and exemptions.

To enable the Company to create a joint stock or capital, and to raise money by mortgage for the purposes of the undertaking, and to confer upon the Company all, or some of the powers and provisions of the "Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act Amendment Act, 1860," "The Railway Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," and any other powers which may be deemed necessary for effecting the objects aforesaid.

To authorize the Company and any other Company authorized to work, or use the railway, to run over and use with engines and carriages for the conveyance of passengers, animals, minerals, goods, and other traffic, the following portions of railway, and also to use the following stations and conveniences connected therewith (that is to say):—

So much of the South-Eastern Railway as is situate between the proposed junction therewith

and the eastern end of the passenger station thereon at Ashford.

So much of the London, Chatham, and Dover Railway as is situate between the eastern end of the passenger station thereon at Faversham and a point on the said railway two miles west of the east end of the said passenger station.

The said passenger stations at Ashford and Faversham, and all sidings, booking-offices, water, watering places, and other conveniences on those portions of railway respectively and at those stations respectively as now existing or as may be made on or adjoining the same respectively.

And also, if necessary, to alter and limit the tolls, rates, and charges now authorized to be taken on or for the use of the said portions of railway and stations and conveniences respectively, so to be run over and used, and to enable the Company and such other Company as aforesaid to carry traffic over the said portions of railway, and to charge and recover tolls, rates, and charges, in respect thereof, and of the conveyance of traffic thereon, and to confer, vary, alter, or extinguish exemptions from such tolls, rates, and charges.

And it is intended by the said Bill to enable the South-Eastern Railway Company, and also the London, Chatham, and Dover Railway Company respectively, and any other Company authorized, to work either of those railways, to run over, and use with engines and carriages, for the conveyance of passengers thereon, the railway hereby authorized, and all stations and station conveniences thereon, also the portions of railway and railway stations and conveniences by this Act authorized to be run over and used by the Company, and also, if necessary, to alter and limit the tolls, rates, and charges by this Act authorized, and to enable each of the said Companies so authorized to run over and use the said railway and portions of railway and railway stations and conveniences, to carry traffic thereon, and to charge and recover tolls, rates, and charges in respect thereof, and of the conveyance of traffic thereon, and to confer, vary, alter, or extinguish exemptions from such tolls, rates, and charges.

And it is intended by the said Bill, in case of difference between the Company and the South-Eastern Railway Company, or between the Company and the London, Chatham, and Dover Railway Company as to the terms on which the portions of the South-Eastern Railway and Station at Ashford, or the portions of the London, Chatham, and Dover Railway and the Station at Faversham, or the railway hereby authorized and the stations thereon shall be run over and used under the several powers hereinbefore-mentioned, or any of them, or in the case of refusal or failure on the part of any of the said Companies to treat for such user as aforesaid, to provide for ascertaining and determining, by compulsory arbitration or otherwise, the tolls, rates, and charges which, in any of the cases aforesaid, shall be paid by the Company exercising such power to the Company whose railway and stations and conveniences shall be so run over and used as aforesaid.

And it is intended by the said Bill to enable the Company and the South-Eastern Railway Company, and London, Chatham, and Dover Railway Company, both or either of them, to make, enter into, and carry out agreements and arrangements for the use, working, and maintenance of the said intended railway and works, and for the management, interchange, and regulation of the traffic on the said intended railway and works, and the collection and apportionment of the tolls, rates, and duties to arise therefrom, and for the construction, maintenance, and use of joint stations at or near either of the junctions of the said intended railway with the said existing railways, and to autho-

alize the Companies constructing, or joining in the construction and maintenance of such joint stations, to apply capital for the purposes thereof, and powers will be taken to authorize parties having limited interests, or being under any disability or incapacity to sell and convey lands in consideration of annual rent charges.

And it is intended by the said Bill, so far as may be necessary for the purposes thereof, to repeal, alter, amend, and enlarge all or some of the powers and provisions of the several local and personal Acts following (that is to say):—The 24th and 25th Vic., cap. 191, and the several Acts therein recited; 25th and 26th Vic., cap. 96; 26th and 27th Vic., caps. 115 and 175, and all other Acts relating to the South-Eastern Railway Company; the 24th and 25th Vic., caps. 239 and 240, and the several Acts in either of those Acts recited or referred to; the 25th and 26th Vic., caps. 144, 163, 192, and 224; and the 26th and 27th Vic., cap. 204, and any other Act or Acts relating to the London, Chatham, and Dover Railway Company; and to make other provisions in lieu of any provisions so repealed, altered, or amended, and to vary and extinguish all existing rights, privileges, and exemptions which would interfere with any of the objects of the said Bill; and to confer, vary, and extinguish other rights, privileges, and exemptions.

And notice is also given, that duplicate plans and sections of the said intended railway and works, and of the lands in and through which the same will pass, or which will require to be taken for the purposes of the said Act, together with a book of reference to such plans, containing the names of the owners, lessees, and occupiers of such lands, with a published map showing the general course and direction of the said intended railway, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited with the Clerk of the Peace for the county of Kent, at his office in the town of Maidstone; 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 railway and works will be made, and a copy of this notice, as published in the London Gazette, will also be deposited with the parish clerk of each such parish at his place of abode, and, in case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his place of abode; and on or before the 23rd day of December next, printed copies of the said intended Act or Bill will be deposited in the Private Bill Office of the House of Commons.

Dated the 9th day of November, 1863.

Druce and Co., 53, Victoria-street, S.W.,
Solicitors for the Bill.
Durnford and Co., Parliament-street, S.W.,
Parliamentary Agents.

In Parliament—Session 1864.

Bute Docks, Cardiff.

(Power to reclaim Lands; Construction of Docks; Low Water Pier; Sea Walls; Diversion of Sewers and other Works; Improvement of access to the present Bute Docks by dredging and otherwise; Levying of Rates and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill to authorise the Most Honourable John Patrick Crichton Stuart, Marquess of Bute, his heirs and assigns, and his and their Trustees and their assigns, to construct all or some of the following

works, and to effect the following or some of the following amongst other purposes that is to say:—

To make and maintain, as part of and in connection with the works hereinafter described, sea-walls or other works for the purpose of enclosing a portion of the foreshore or land, known as "Cardiff Flats," situate in the parishes of Saint Mary, Cardiff, and Roath, in the county of Glamorgan, and lying between high and low water mark, and bounded westwardly by a portion of the river Taff and the entrance channel to the Bute Docks; northwardly by the mainland between that entrance channel and the creek or pill situate one thousand yards or thereabouts eastwardly from the south-eastern corner of the Bute East Dock; eastwardly by other parts of Cardiff Flats, and an imaginary line drawn across the same in a south-easterly direction from the mouth of that pill to the sea; and southwardly by the sea.

To make and maintain docks with all proper entrances, cuts, locks, basins, gates, sluices, piers, jetties, landing places, wharves, warehouses, bridges, roads, approaches, tram and other ways, and other works and conveniences connected therewith, upon and within the foreshore or land so to be enclosed, and which docks and other works will be wholly situate within the limits hereinbefore described and the said parishes of Saint Mary, Cardiff, and Roath, and will commence at or near the outfall of the Cardiff Main Sewer in the parishes of Saint Mary Cardiff and Roath, or one of them, and terminate upon the lands so to be reclaimed and enclosed as last aforesaid, at or about one thousand eight hundred and twenty yards from such commencement, measured in a south-westerly direction; and powers to divert into the said docks and other works, the waters of the said River Taff, the entrance channel to the Bute Docks, the said creek or pill, and the several tributaries thereof respectively.

To make and maintain as part of and in connection with the works hereinafter mentioned, sea walls and other works for enclosing the foreshore or land known as the "East Mud," in the parish of St. Mary, Cardiff, in the said county, and bounded by the said entrance channel of the Bute Docks, a portion of the River Taff and the main land.

To make and maintain Docks with all proper works and conveniences as aforesaid, within the last mentioned parish upon the lastly described lands so to be enclosed; and which Docks will commence at or about one hundred and thirty-four yards from the pitched sea bank fronting Eleanor-street, and terminate at or about seven hundred and twenty yards from such last mentioned commencement measured in a southerly direction, and which Docks and works will be within the limits lastly described and the parish of Saint Mary, Cardiff.

To make and maintain a Floating Dock or Basin between the Docks hereinbefore firstly and secondly described commencing at or near the junction between the Entrance Channel to the Bute Docks and the River Taff, and terminating at or near the Entrance to the Bute Docks; and such Floating Dock or Basin will communicate with the hereinbefore described intended new Docks on the Eastern and Western sides thereof; and for the purpose of forming such Floating Dock or Basin, to construct and maintain an embankment or sea wall with gates and other works and conveniences across the said Entrance Channel, and at or near the Southern end thereof, and on either side thereof, connecting the embankment or sea wall with the sea walls or works as hereinbefore described.

To divert into the secondly described Docks and the said Floating Dock or Basin, the waters of the said River Taff, and of all cuts, creeks, and

channels connected with the said Entrance Channel.

To embank, scour, widen, deepen, dredge, and otherwise improve that part of the said River Taff, situate between its junction with the Entrance Channel to the Bute Docks and its mouth seawards, and to prevent any obstruction or impediment therein, or in the approaches or entrances to the said intended Docks.

To stop up and appropriate the whole or any part of the site of the cut or entrance from the said entrance channel to the Bute Docks, to the Graving Dock of Messieurs Batchelor, in the parish of Saint Mary, Cardiff, and to substitute in lieu thereof a more convenient entrance, and which substituted entrance will be situate within the last mentioned parish, and will commence at or near the Entrance Gates to the said Graving Dock, and terminate at the said entrance channel to the Bute Docks at or about ninety yards below, or on the south side of the mouth of the present cut or entrance to the said Graving Dock; and power will be taken to divert the waters of the said cut or entrance to be stopped up and diverted, and of the River Taff and the entrance channel into the intended new cut or entrance to the said Graving Dock.

To make, construct, and maintain a Pier or Landing Place, and all necessary works and conveniences, commencing upon the lands of the said Marquess, at or near the mouth of the hereinbefore mentioned creek or pill, and thence extending in a south-easterly direction into the sea, and terminating at or near the Orchard Ledges at a distance of one thousand six hundred yards, or thereabouts, from the commencement of the said pier, and which said pier, landing place, works and conveniences, will be situate wholly within the said parish of Roath and the bed or shore of the sea immediately adjoining that parish.

To divert so much of the existing Main Sewer belonging to the Local Board of Health for the Borough of Cardiff, as lies between the outfall thereof, on or near the sea shore and a point four hundred yards north of such outfall, in the parish of Saint Mary, Cardiff, and to construct in lieu thereof a new line of sewer, commencing from the existing main sewer at the said point four hundred yards north of the outfall, and terminating on the foreshore at or near the hereinbefore-mentioned creek or pill, in the parish of Roath, and to abandon so much of the said existing sewer as may be rendered unnecessary by the formation of the proposed new sewer.

To alter, stop up, and divert all such roads, streams, watercourses, rivers, drains, sewers, tramways, and navigations within the before mentioned parishes, as may be necessary for the construction and maintenance of the hereinbefore mentioned Docks, Pier, and Works, and for the reclamation and improvement and enclosure of the lands hereinbefore described.

To purchase lands, houses, and other property, and if need be by compulsion, for the purposes of the said Docks, Pier, and Works, and for the reclamation and other objects and purposes of the said Bill, and to vary and extinguish existing rights and privileges in and over such lands, houses, and other property; and in and over the river, channel, foreshore, and waters aforesaid; and to levy tolls, rates, and charges for, and in respect of the use of the said intended Docks, Pier, and other Works, and to alter existing tolls, rates, and duties, and to confer such other powers as may be necessary for carrying into full effect the objects and provisions of the said Bill.

To make rules and regulations and bye-laws with respect to the discharge and placing of ballast from vessels using the Docks and Works of the

said Marquess, and to levy dues, rates, and charges in connection therewith, and to repeal, alter, or amend section 71 of the Act (local and personal), 1st William 4th, chapter 133, relating to the said Bute Docks.

Also to amend and enlarge so far as may be necessary, the powers and provisions of the following Acts of Parliament, that is to say—statutes (local and personal), 1st William 4th, chapter 133, and 4th William 4th, chapter 19, relating to the Bute Ship Canal Docks and Works at Cardiff, in the said county of Glamorgan, and all other acts, charters, and instruments, which may in any way interfere with the carrying into complete effect the objects and purposes of the said Bill.

Duplicate plans and sections describing the lines, situations, and levels of the proposed works, and of the lands, houses and other property in or through which the same will be made, or which may be taken under the powers of the Bill, together with a book of reference to such plans containing the names of the owners and lessees, or reputed owners and lessees, and the occupiers of such lands, houses, and other property, and also a copy of this notice will on or before the 30th day of November, 1863, be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his Office in Cardiff, in that county, and on or before the same day a copy of the said plans, sections, and book of reference, and a copy of this notice, will be deposited with the respective Parish Clerks of the parishes of Saint Mary Cardiff, and Roath, at their respective places of abode.

Printed copies of the said Bill will be deposited on or before the 23rd day of December, 1863, in the Private Bill Office of the House of Commons.

Dated this 12th day of November, 1863.

Luard and Shewley, Cardiff, Solicitors for the Bill.

Wyatt and Metcalfe, Parliamentary Agents.

In Parliament.—Session 1864.

West Norfolk Junction Railway.

(Incorporation of Company for making Railway from Lynn and Hunstanton Railway, at Heacham, through Docking, Burnham, and Holkham, to Great Eastern Railway at Wells; powers to Great Eastern and Lynn and Hunstanton Railway Companies, and use of their undertakings.)

NOTICE is hereby given, that 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 a railway, with all needful works, stations, approaches, and conveniences connected therewith, to commence by a junction with the Lynn and Hunstanton Railway, at the Heacham station of that railway, to pass thence, through, or into the following parishes and places, or some of them, that is to say—Heacham, Sedgford, Summerfield (otherwise Southmere), Docking, Stanhoe, South Creake, North Creake, Burnham Westgate, Burnham Deepdale, Burnham Norton, Burnham Ulph, Burnham Sutton, Burnham Overy, Burnham Thorpe, Holkham, and Wells-next-the-Sea, all in Norfolk, and to terminate in the said parish of Wells-next-the-Sea, by two junctions with the Wells and Fakenham line of the Great Eastern Railway, one of such junctions to be in the Wells station, and the other at or near where the Wells and Fakenham line crosses the public road leading from Wells to Stiffkey.

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

To enable the Company to form junctions and communications with the Lynn and Hunstanton and Great Eastern Railways; to cross, divert, alter, or stop up and otherwise interfere with, temporarily or permanently, roads, tramways, drains, pipes, sewers, rivers, streams, and water-courses, so far as may be necessary in constructing or maintaining the said intended railway and works; to exercise a power to deviate from the line of railway to the extent shown upon the plans to be deposited as after mentioned; to purchase lands, houses, and other property compulsorily, for the purpose of the said intended railway and works; to levy tolls, rates, and charges in respect thereof; and to exercise other rights and privileges.

To authorise the Great Eastern Railway Company to contribute towards the cost of constructing the intended railway and works out of their corporate funds, and, if necessary, out of capital to be raised by them under the powers of the Bill by shares or stock, and by loan, and with or without any priority of dividend or interest, and other advantage over their existing and authorised capitals, and to enable the said 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, and to appoint directors of the Company.

To enable the Company on the one hand, and the Great Eastern and Lynn and Hunstanton 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 railway and works, or any part or parts thereof; the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railway; 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 authorise the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made, touching any of the matters aforesaid.

To enable the Company, and all companies and persons lawfully using the railway of the Company, to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon or be settled by arbitration, or defined by the Bill, the Wells and Fakenham line, for a distance of a mile from the Wells terminus of that railway, and the harbour branch of the Wells and Fakenham Railway, together with the stations, watering-places, booking-offices, warehouses, landing-places, sidings, works, and conveniences connected therewith respectively; and particularly to use the Heacham station of the Lynn and Hunstanton Railway, and the Wells station of the Wells and Fakenham Railway.

To require the Great Eastern Railway Company and the Lynn and Hunstanton Railway Company, and the company who for the time being may work the Lynn and Hunstanton Railway, to receive, book through, forward, accommodate, and deliver, on and from the Great Eastern Railway, and the Lynn and Hunstanton Railway, and at the stations, warehouses, and booking-offices there,

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, or as may be defined by the Bill; and, if need be, to alter the tolls and charges upon the Great Eastern Railway and the Lynn and Hunstanton Railway, and to confer exemptions from such tolls and charges.

To require the Company to afford similar facilities to the Great Eastern Railway Company, and to the Lynn and Hunstanton Railway Company, and to any company for the time being working the said Lynn and Hunstanton Railway.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects; it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of the following, and of any other Acts relating to the Great Eastern Railway Company, namely, "The Great Eastern Railway Act, 1862;" and "The Great Eastern Railway (Additional Powers) Act, 1863;" and also of "The Lynn and Hunstanton Railway Act, 1861," relating to the Lynn and Hunstanton Railway Company.

Duplicate plans and sections, describing the line, situation, and levels of the proposed railway, and the lands, houses, and other property in or through which it will be made, or which will be required for the purposes thereof, 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 county of Norfolk, at his office at Aylsham; 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, or in which any lands, houses, or other property are intended to be taken; 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 7th day of November, 1863.

Partridge and Edwards, King's Lynn, Solicitors for the Bill.

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

In Parliament.—Session 1864.

Carmarthen and Cardigan Railway.

(Branch near Kidwelly.)

THE Carmarthen and Cardigan Railway Company (who are hereinafter referred to as "The Company") intend to apply to Parliament in the next session thereof for leave to bring in a Bill for conferring on them the following, or some of the following among other powers:—

To make and maintain in Carmarthenshire a railway on the broad guage of seven feet, together with all necessary works, stations, approaches, and conveniences connected therewith, commencing by a junction with the South Wales Railway, at or near and on the south-eastern side of the Kidwelly station of the same railway, which railway will pass through the parishes of Saint Mary, in the Borough of Kidwelly, Kidwelly, and Llangendeirne. The hamlet of Lechdwnny, in the parish of Kidwelly, and the hamlets of Gwempa and Velindre, in the parish of Llangendeirne, and will terminate in the field called Caer-Odin, in the last-named parish, in the hamlet of Velindre, belonging to Rawleigh Adenbrook Mansel, Esquire, and in the occupation of Thomas Williams, which field is bounded on the north-west and south-east sides by the parish road, near the blacksmith's-shop, at Capelyddgen, and is numbered 2491 upon the Title Commutation Map of the said parish.

For the purposes of the said Railway, 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; 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 moneys which they have still power to raise, to the purposes of the said railway and works, and for the same purposes to raise additional capital by shares, or by stock, or 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 alter and extinguish all existing rights and privileges which would 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;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Companies Clauses Act, 1863;" and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of the several Acts of Parliament relating to the Company—namely, "The Carmarthen and Cardigan Railway Acts, 1854" (17 and 18 Vict., c. 218, 1855 (18 and 19 Vict., c. 131), 1856 (19 and 20 Vict., c. 68), 1862 (25 and 26 Vict., c. 172), and 1863 (26 and 27 Vict., c. 146).

Duplicate plans and sections, describing the line, situation, and levels of the proposed railway, 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. 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 county of Carmarthen, at his office at Llandovery; 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 railway 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 10th day of November, 1863.

G. E. Gustard, 51, Lincoln's-inn-fields,
Solicitor for the Bill.

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

In Parliament—Session 1864.

Ashton-under-Lyne and Stalybridge (Corporations) Waterworks.

(Powers to Corporations of Ashton-under-Lyne and Stalybridge to construct Waterworks and supply Water to Ashton-under-Lyne and Stalybridge, and their respective neighbourhoods; Provisions as to exercise of joint and separate Powers; Water Rates; Water Supply Rates; Application of Borough Funds; Powers of Arrangement with Dukinfield Waterworks 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 all or some of the following purposes:

To authorize the mayor, aldermen, and burgesses of the borough of Ashton-under-Lyne, and the mayor, aldermen, and burgesses of the borough of Stalybridge (in this notice referred to as the Corporations), to make and maintain all or any of the following works or any part or parts thereof respectively, and to carry into effect jointly or severally all or any of the objects hereinafter mentioned, that is to say:

A reservoir in the townships of Tintwistle and Hollingworth, both in the parish of Mottram-en-Longdendale, in the county of Chester, or in one of those townships, situate on Swineshaw Brook, and on or near to the site of an old reservoir near Bower Flat, and on the lands adjoining and near to the site of such old reservoir.

Another reservoir on the said Swineshaw Brook, immediately below the reservoir above described, and extending into the said townships of Tintwistle and Hollingworth, or one of them.

Another reservoir on Swineshaw Brook at or near to a place known by the name of "Brushes," and extending into the township of Stalyley, and the said townships of Tintwistle and Hollingworth, or some or one of them, all in the said parish of Mottram-en-Longdendale.

Another reservoir on Swineshaw Brook, immediately below the reservoir last-mentioned, and at or near to Walker Wood, and extending into the said townships of Stalyley and Hollingworth, or one of them.

An aqueduct, conduit, or catch-water drain, commencing at or in a stream on the southerly side of the said Swineshaw Brook, at a point about twelve chains from its junction therewith, and which stream falls into the said Swineshaw Brook between the reservoirs secondly and thirdly hereinbefore specified, and terminating at or near to the south-easterly corner of the secondly hereinbefore specified reservoir, and which aqueduct, conduit, or catch-water drain will be 31 chains in length or thereabouts, and will be wholly situate within the said township of Hollingworth.

Another aqueduct, conduit, or catch-water drain commencing at or in the watercourse on the northerly side of the said Swineshaw Brook, forming or adjoining the boundary of the said townships of Stalyley and Tintwistle, at a point about 14 chains from the junction of the said watercourse with the said Swineshaw Brook, and

terminating at or near to the south-westerly corner of the said secondly hereinbefore specified reservoir, and which aqueduct, conduit, or catch-water drain now in the course of description will be 41 chains in length or thereabouts, and will be situate in the said townships of Stalyley and Tintwistle, or one of them.

A road or approach to the said reservoirs, or one of them, commencing at a point in the Stalyley turnpike road between Stalybridge and Millbrook, in the said township of Stalyley, about 24 chains north-east of the boundary of the borough of Stalybridge, and terminating at the junction of two occupation or farm roads, at or near to the said place called "Brushes," and which road or approach will be wholly within the said township of Stalyley.

An aqueduct or line of pipes commencing at the said secondly hereinbefore specified reservoir, at or near the lower end thereof, and terminating in or near to the easterly side of the reservoir of the said mayor, aldermen, and burgesses of the borough of Ashton-under-Lyne, called the Knott-hill reservoir, in the division of Hartshead, in the parish of Ashton-under-Lyne and county of Lancaster, and which aqueduct or line of pipes will pass from, in, through, or into, the said townships of Tintwistle and Stalyley, and the said division of Hartshead.

Another aqueduct or line of pipes commencing from and out of the said aqueduct or line of pipes lastly hereinbefore described, in the said turnpike road near to Saint James's Church, at or near to Millbrook aforesaid, and terminating at or near to the junction of the said turnpike road with the Manchester and Saltersbrook turnpike road, in the said borough of Stalybridge, and which aqueduct or line of pipes now in course of description will be wholly within the said township of Stalyley.

Another aqueduct or line of pipes commencing at the said aqueduct or line of pipes firstly hereinbefore described, at or near to the toll bar at Hazlehurst, on the turnpike road leading from Ashton-under-Lyne to Mossley, and terminating at or near to the Church Inn, near to a place called Mossley Cross, in Mossley aforesaid, and which aqueduct or line of pipes now in the course of description will be wholly within the said division of Hartshead, in the said parish of Ashton-under-Lyne.

To empower the corporations in the construction of the said several works to deviate from the lines and levels delineated on the plans and sections to be deposited, as hereinafter mentioned, to the extent to be defined in the said Bill.

To authorize the corporations to take, collect, divert, interrupt, impound, and use the water of the stream, brook, or watercourse, called Swineshaw Brook, and of all other brooks, springs, and surface, or other waters flowing directly or derivatively into the river Tame, which will or can be intercepted by the proposed works, and all or some of which streams, brooks, watercourses, springs, and waters, or some part or parts thereof, now flow or proceed directly or derivatively into the river Tame, the Huddersfield Canal, the Manchester Ashton-under-Lyne and Oldham Canal, the Rochdale Canal, the Duke of Bridgewater's Canal, and the Mersey and Irwell Navigation, or some or one of them, and the several branches thereof respectively.

To authorize the corporations to construct and maintain sluices, embankments, gauge weirs, waste weirs, overfalls, bridges, drains, aqueducts, pumping stations, filtering beds, steam-engines, main pipes, tunnels, drains, roads, approaches, and other works, within the said respective parishes, townships, and places in connection

with the waterworks, or for the purpose of diverting, intercepting, conducting, or raising the waters intended to be taken as aforesaid, and to stop up, divert, or alter the line or levels of any turnpike road, public carriage road, county or other bridge, or highway, railway, tramway, canal, feeder, or other work, and to use or appropriate the site of any road which may be stopped up or diverted, and to exercise all other necessary powers for the construction, maintenance, and use of the intended works, and the supply of water.

The reservoirs, aqueducts, and works before mentioned, and the lands and houses which will, or may be taken or used for the purposes thereof, are or will be situate in, or pass from, in, through, or into the several parishes, townships, and extra-parochial places of Ashton-under-Lyne, Hartshead, Mossley, Hazlehurst, Luzley, Ridge Hill and Lanes, and Heyrod, or some of them, in the county of Lancaster; and Tintwistle, Stayley, Hollingworth, and Mottram-en-Longdendale, or some of them, in the county of Chester.

To authorize the corporations to supply water obtained by the construction of the intended waterworks, or otherwise obtained or authorized to be supplied under the powers of the Bill, for domestic, trade, sanitary, and other purposes, within the district comprising all or any of the boroughs, parishes, townships, and places hereinafter mentioned, and to make provision for the division of the water obtained as aforesaid between the corporations for the separate supply of the boroughs or districts by each corporation, and to enable the corporations jointly to afford a supply to any part or parts of such district, and to arrange for an alteration of the relative limits within which the supply may be afforded by each corporation, or to make other provisions with reference to those matters, or any of them.

The districts to be supplied with water under the powers of the Bill, subject to any provisions to be contained in the Bill authorizing the corporations to agree as to a joint supply by them of any place, or to an alteration of the respective limits of their separate supply, are as follows:—By the Corporations jointly: A district comprising the hamlet of Mossley, in the division of Hartshead, in the said parish of Ashton-under-Lyne, and part of the township of Quick, otherwise Saddleworth, in the West Riding of the county of York, and part of the said township of Stayley, and part of Micklehurst, in the said township of Tintwistle, and which district is comprised within the following bounds, that is to say: commencing at the footbridge at Scout over the said River Tame, and running thence in an easterly direction along and including a footpath to the top of the lane at the house of Alfred Howard, near to Hey Heads, and thence in a northerly direction along and including the Stayley turnpike road to Shaddows-lane, and thence in a westerly direction along and including Calf-lane to Calf-lane Bridge, and thence along and including an old way in an irregular line to the River Tame, at Quick Mill, and across the London and North-Western Railway by Quick Mill Bridge, and thence in a northerly and westerly direction along and including the old road leading past the north-westerly side of Grove-cottages, crossing the Stockport and New Houses turnpike road, in Quick Mere, in the said Riding, and thence by the same old road in a westerly direction, through Quick-fold on Quick Edge, into Green-lane, and along and including the same lane to a place called the Butt, and thence in a southerly direction to and crossing the Under-lane, and including the same lane to

King Banks, and thence along the boundary of the hamlet of Mossley to the said footbridge at Scout. By the Corporation of Ashton-under-Lyne: The parish of Ashton-under-Lyne, in the county of Lancaster (except so much thereof as lies within the borough of Stalybridge, and within the limits of the district hereinbefore-mentioned to be supplied jointly, and except the hamlet of Heyrod), and the township of Droylsden, in the parish of Manchester, all in the county of Lancaster. By the Stalybridge Corporation: The borough of Stalybridge, in the several counties of Lancaster and Chester, and such other part of the township of Stayley, in the said county of Chester, as is not included in the said borough or in the district to be jointly supplied as aforesaid, and the said hamlet of Heyrod, in the said parish of Ashton-under-Lyne.

To authorize the Corporations jointly and severally to carry into effect all or any of the powers and objects of the Bill, and to appoint a joint committee for the exercise of the joint powers, and to enable them jointly to purchase and hold lands required for the purposes of the reservoirs, aqueducts, and other works incident to the joint waterworks undertaking, and to enable them separately to purchase and hold lands for the purposes of their separate waterworks undertaking, and to enable the Corporations jointly to construct the reservoirs and aqueducts to be authorized by the Bill, and to lay down pipes within the district to be jointly supplied by them with water, and separately to construct, lay down, provide, and maintain works, mains, pipes, conduits, tanks, tunnels, and other works within their respective districts of supply, and to break up roads, streets, bridges, and public passages and places, and to lay pipes and works in, under, and along the same.

To enable the corporations, or the Stalybridge Corporation separately, to enter into and carry into effect any agreements or arrangements with the Dukinfield Waterworks Company as to the purchase of any of their main pipes and works, or as to the purchase, sale, or lease of the works or undertaking, or any part or parts thereof, of the Dukinfield Waterworks Company, or as to the supply of water in bulk to such Company, or otherwise in relation to the objects of the said Bill, and to transfer to or vest in the Corporations, or the Stalybridge Corporation, all or some of the powers of the Dukinfield Waterworks Company, and to give powers to that Company for all or any of the purposes aforesaid.

To authorize the Corporations to apply for all or any of the purposes of the Bill their respective borough funds, and also any rates which they respectively can or may raise, or be authorized to raise, under the powers of any existing Acts relating to municipal corporations, public health, or local government, or water supply, or which they may be respectively authorized to raise by the said Bill; and to borrow or raise money upon mortgage, bond, or annuity, and to charge the same on their respective borough funds, or such rates as aforesaid, or the waterworks undertakings of the Corporations, or any of them; and to apply to the purposes of the Bill any other of the funds and property of the Corporations respectively.

To authorize the Corporations within their respective boroughs to levy, for the purposes of the Bill, rates on the owners and occupiers of property within their respective boroughs.

To authorize the Corporations, and each of them, within their respective districts, for the supply of water, to levy rates or rents for such supply of water, and to supply water in bulk to

any corporation, company, local board of health, or parties.

To vary or extinguish exemptions from rates on owners and occupiers of property, and also from rates or rents for the supply of water, and to confer other exemptions.

To authorize the purchase by compulsion of lands, houses, and property required for the purposes of the reservoirs, aqueducts, and other works and purposes to be authorized by the Bill, and the acquisition or purchase, by compulsion or agreement, of easements, rights, and privileges over lands, houses, and springs and streams of water.

To incorporate with the Bill all or some of the provisions of "The Commissioners Clauses Act, 1847," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Waterworks Clauses Acts, 1847 and 1863," and "The Railways Clauses Consolidation Act, 1845," as to the temporary occupation of lands, and to amend and enlarge the powers and provisions of the local and personal Act 6 William IV, cap. 58, intituled "An Act for better supplying with water the township of Dukinfield, in the county palatine of Chester," and the Acts (local and personal) 5 and 6 William IV, cap. 61, and 18 Vict., cap. 70, and, so far as needful, the Public Health Act, 1848, and the Local Government Act, 1858, and the several supplemental Acts; to alter rates, and to vary or extinguish rights and privileges which may in any manner impede or interfere with the carrying into effect the objects and purposes of the said intended bill, and to confer other rights and privileges.

Duplicate plans and sections describing the situation, lines, and levels of the said intended reservoirs, aqueducts, and works, 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 of the occupiers of the lands, houses, and other property which will or 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 Chester, at his office at Chester, and with the Clerk of the Peace for the county of Lancaster, at his office at Preston; 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, or in which any lands, houses, or other property intended to be taken are situate, and a copy of this notice, will be deposited with the parish clerk of each such parish, at his place of abode, and in the case of any extra-parochial place, with the parish clerk of some adjoining parish, at his 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 7th day of November, 1863.

George Taylor, Stalybridge, Solicitor for the Bill.

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

In Parliament—Session 1864.

Great Northern Railway and Leeds, Bradford, and Halifax Junction Railway Amalgamation.

IT is intended to apply to Parliament in the next session thereof, for leave to bring in a Bill for

the amalgamation of the undertaking of the Leeds, Bradford, and Halifax Junction Railway Company with that of the Great Northern Railway Company, so as to vest in the last-named Company the undertaking of the Leeds, Bradford, and Halifax Junction Railway Company, and all the lands and other property whether real or personal, and all powers, rights and privileges, duties and liabilities, of the Leeds, Bradford, and Halifax Junction Railway Company, whether with reference to their own undertaking or to the undertaking of other Companies or persons, and to enable the Great Northern Railway Company to exercise and enjoy all such powers, rights, and benefits, and especially the power of levying tolls and other charges.

The Bill will enable the Great Northern Railway Company, for the purposes aforesaid, 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 said Company.

The Bill will alter, amend, and enlarge the powers and provisions of the Leeds, Bradford, and Halifax Junction Railway Acts, 1852, 1853, 1854, 1855, 1859, 1861, and 1862, and of the Great Northern Railway Act, 1846 (9 and 10 Vict., cap. 71), and the several other Acts relating to the Great Northern Railway Company.

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, 1863.

Johnston, Farquhar, and Leech, 65, Moor-gate Street, London.

Barr, Nelson, and Barr, Leeds.

Solicitors for the Bill.

Avon Valley Railway.

(Incorporation of Company; Powers to make Railways from the London and South Western Railway at Porton, in the parish of Idmiston, to the Berks and Hants Railway at Beeching-stoke, all in the county of Wilts: Powers to the Berks and Hants Railway Company to Subscribe, &c.; Working Arrangements with the London and South Western, Great Western, and Berks and Hants Railway Companies; 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);

1. A railway (No. 1) commencing in the parish of Idmiston, in the county of Wilts, by a junction with the London and South Western Railway, at a point thereon, 15 yards or thereabouts to the eastward of an occupation bridge over that railway, and which bridge is situated 10 chains, or thereabouts, to the eastward of the platform of the Porton station of the said railway, and terminating in the parish of Wivelsford, otherwise Wilsford, in the same county, at a point on the Berks and Hants Railway, 12 feet or thereabouts, to the south of the south rail of that railway, and 11 chains or thereabouts to the west of a mile-post marked 77½ (indicating 77½ miles from London on that railway).

2. A railway (No. 2) commencing by a junction with the said intended railway (No. 1), at its termination as above described, in the said

parish of Wivelsford, otherwise Wilsford, and terminating in the parish of Beechingstoke, in the county of Wilts, at a point on the Berks and Hants Railway, 12 feet or thereabouts to the south of the south rail of that railway, and 20 yards or thereabouts to the east of a bridge which carries a road over that railway, immediately to the eastward of the Woodborough station, which said intended railways and works will be made or pass from, through or into the parishes, extra-parochial and other places following, or some of them (that is to say), Porton, Idmiston, East Boscombe, Allington, Winterbourne Gunner, Amesbury, Bulford, Durrington, Milston, Figheldean, Nether Avon, Haxton, Enford, Upavon, East Chisenbury, Chisenbury de la Folly, Rushall, Charlton, Wivelsford, Newington, Manningford Bruce, Manningford Abbots, Woodborough, Wilcot, Pewsey, Alton Priors, Alton Barnes, Manningford Bohun and Beechingstoke, all in the county of Wilts.

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 authorise the Berks and Hants Railway Company, 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 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 capital 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 Company 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 Company on the one hand, and

the Great Western, the London and South Western, and the Berks and Hants Railway Companies, or any or either of them, on the other hand, 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.

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 insuring 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.

To incorporate with the intended Act the necessary provisions of all or some of the following Acts, viz.:—"The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and the "Railways Clauses Act, 1863."

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): 5 and 6 William IV., cap. 107; 6 William IV., caps. 36, 38, 77 and 79; 7 William IV., and 1 Victoria, 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 and 191; 9 and 10 Vict., caps. 14, 166, 181, 236, 239, 240, 278, 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, 153 and 159; 13 and 14 Vict., caps. 6, 7, 44, 98 and 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 and 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; 25 and 26 Vict., caps. 58, 71, 78, 109, 110, 111, 127, 128, 196, 198, 206 and 226; and 26 and 27 Vict., caps. 113, 151 and 198, relating to the Great Western Railway Company: 4 and 5 William IV., cap. 88; 1 Vict., cap. 71; 1 and 2 Vict., cap. 27; 2 and 3 Vict., cap. 28; 4 and 5

Vict., caps. 1 and 39; 7 and 8 Vict., caps. 5, 63 and 86; 8 and 9 Vict., caps. 86, 88, 93, 107, 121, 165, 185 and 199; 9 and 10 Vict., caps. 129, 131, 173, 174, 175, 252, 355, 370 and 391; 10 and 11 Vict., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273 and 297; 11 and 12 Vict., caps. 75, 85, 87, 89, 125 and 157; 51 Geo. III., cap. 196; 12 and 13 Vict., caps. 33 and 34; 13 and 14 Vict., cap. 24; 14 and 15 Vict., cap. 83; 16 and 17 Vict., caps. 99 and 164; 17 and 18 Vict., caps. 186 and 208; 18 and 19 Vict., caps. 122, 177 and 188; 19 and 20 Vict., cap. 120; 20 and 21 Vict., caps. 18, 24, 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; 23 and 24 Vict., caps. 92, 103, 124, 185 and 158; 24 and 25 Vict., caps. 111, 120 and 234; 25 and 26 Vict., caps. 42, 71, 78, 143, 152 and 165; and 26 and 27 Vict., caps. 90, 109 and 192, relating to the London and South Western Railway Company; and 22 and 23 Vict., cap. 105, and 26 and 27 Vict., cap. 3, relating to the Berks and Hants Extension Railway Company.

And notice is hereby also given, that plans and sections of the proposed railways and works, with a book of reference to such plans, and a published map, with the lines of the proposed railways delineated thereon, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Wilts, at his office, at Wilton, 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 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 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, 1863.

Hodding, Townsend, and Co., Solicitors,
3, Princes-street, Westminster and
Salisbury.

H. and W. Toogood, Parliamentary Agents,
16, Parliament-street, Westminster.

London and Blackwall, Great Northern, and Midland Junction Railway.

(Construction of Railways from the London and Blackwall Railway near Cannon Street Road to the Great Northern Railway near Seven Sisters Station and Midland Railway Extension into London at Kentish Town.—Incorporation of Company.—Powers to and Arrangements with the London and Blackwall, Great Northern, and Midland Railway Companies.—Powers to use Fenchurch Street Station.—Facilities for Traffic.—Amendment of Acts.)

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

To incorporate a Company (herein referred to as "The Company"), and to enable them to make and maintain the railways hereinafter mentioned, or

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

A railway commencing by a junction with the London and Blackwall Railway, in the parish of Saint George, in the county of Middlesex, at or about 100 yards to the west of Cannon-street-road, passing from, in, through, and into the several parishes, townships, and extra-parochial places of Saint George, Saint Mary Matfelon, otherwise Whitechapel, Christchurch Spitalfields, otherwise Christchurch Middlesex, Saint Dunstan Stebon-leath, otherwise Stepney, Saint Leonard's, Shore-ditch, Saint John, Hackney, Saint Mary, Islington, and Saint Pancras, or some of them; and terminating in the parish of Saint Mary, Islington, by a junction with the Great Northern Railway at a point about 100 yards south of the Seven Sisters-road, where crossed by such railway, all in the county of Middlesex.

A railway commencing by a junction with such last-mentioned intended railway, in the said parish of Saint Mary, Islington, at a point about 360 yards south of the Seven Sisters-road, where crossed by the Great Northern Railway, and terminating by a junction with the authorized line of the Edgware, Highgate, and London Railway, at or near a point about 100 yards north of the Seven Sisters-road, where crossed by the Great Northern Railway, in the parish of Saint Mary, Islington, all in the said county of Middlesex.

A railway commencing by a junction with the intended railway first hereinbefore described, between Richard-street and Jane-street, in the said parish of Saint George, at a point about 90 yards south of the Commercial-road (East), and terminating by a junction with the line of the London and Blackwall Railway, at a point about 100 yards west of Church-street, near the Shadwell station of such railway, in the parish of Saint George, all in the said county of Middlesex.

A railway commencing by a junction with the intended railway first hereinbefore described, in the said parish of Saint Mary, Islington, at a point about 40 yards west of the crossing of Highbury-terrace by such last-mentioned intended railway, passing from, in, through, and into the several parishes, townships, and extra-parochial places of Saint Mary Islington, and Saint Pancras, or one of them, and terminating in the parish of Saint Pancras by a junction with the authorised line of the Extension of the Midland Railway into London, at a point on the east side of the Kentish Town-road, where the same is authorised to be crossed by the Midland Railway, all in the said county of Middlesex.

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

To authorise the Company to purchase by compulsion lands, houses, and property required for the purposes of the intended railways and works, and to take, or acquire by compulsion or agreement, easements in, through, over, or under lands and houses, to levy rates, tolls, and duties for the use of the intended railways and works, and to confer exemptions from rates, tolls, and duties, and other rights and privileges.

To authorise the Company to make lateral deviations from the line of the intended railways and works, to the extent or within the limits shown on the plans hereinafter mentioned, and such alterations of the levels shown on the sections as may be necessary or expedient in constructing the railways where they interfere with or affect sewers, drains, or streets.

To authorise the Company to stop up Philip-street, in the parish of Saint George, Queen Anne-

street, in the parish of Whitechapel, and that part of Mape-street to the south of Cheshire-street, in the parish of Saint Matthew, Bethnal Green, and to appropriate the streets so stopped up for the purposes of the intended railways and works, and to authorise the Company to stop up, divert, or alter, whether temporarily or permanently, other roads, streets, squares, highways, courts, and passages, and to use and appropriate any road, street, court, square, or passage so stopped up.

To authorise the London and Blackwall Railway Company, the Great Northern Railway Company, and the Midland Railway Company, or any of those Companies, to contribute towards the cost of constructing the intended railways and works out of their corporate funds, and to apply their authorised capital and funds for such purposes, and if necessary to authorise such Companies or any of them to raise money 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 respective existing and authorised capitals, and to enable the said Companies respectively 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, and to appoint directors of the Company.

To enable the Company, on the one hand, and the London and Blackwall, Great Northern, and Midland Railway Companies, or any of them, on the other hand, from time to time to enter into and carry into effect agreements with respect to the working, use, management, and maintenance of the said intended railways and works, or any part or parts thereof respectively, by the London and Blackwall Railway Company, the Great Northern Railway Company, and the Midland Railway Company, or any or either of them, the supply of rolling stock and machinery, and of officers and servants, for the conduct of the traffic of the intended 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, upon the undertakings of the contracting Companies, or any of them, and to authorise the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made, touching any of the matters aforesaid.

To make provision for the working of the traffic to and from the Great Northern Railway and Midland Railway respectively, into and from the line of the London and Blackwall Railway.

To enable the Company and all Companies and persons lawfully working or 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, and upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon or be settled by arbitration, or defined by the Bill, all or any part of the London and Blackwall Railway, together with the stations, watering places, booking offices, warehouses, landing places, sidings, works, and conveniences connected therewith respectively.

To require the London and Blackwall, Great Northern, and Midland Railway Companies respectively to receive, book, and invoice; through, forward, accommodate, and deliver on and from the same, and at the stations, warehouses, and booking-offices thereof, all traffic of whatever description coming from or destined for the undertaking of the

Company, and to provide accommodation for the clerks and servants of the Company at the stations, upon such terms and conditions as may be agreed upon, or failing such agreement as shall be settled by arbitration, or as may be defined by the Bill, 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.

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 Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of the following Acts of Parliament, or some of them, namely (local and personal Acts), 6 and 7 Wm. IV, cap. 123; 23 and 24 Vict., cap. 123; 25 and 26 Vict., cap. 7; and any other Acts relating to the London and Blackwall Railway Company; 9 and 10 Vict., caps. 71 and 88; 26 and 27 Vict., caps. 147 and 191; and any other Acts relating to the Great Northern Railway Company; 7 and 8 Vict., caps. 18 and 59; 26 and 27 Vict., caps. 74, 182, and 183; and any other Acts relating to the Midland Railway Company.

Maps, plans, and sections, describing the direction, lines, and levels of the intended railways, and the lands, houses, and property which will or 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, 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 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 the respective parishes aforesaid in or through which the railways and works are intended to be made, or in which any lands or houses which will or may be taken are situate, with a copy of the said notice, will be deposited as follows:

As regards the parish of St. George, with the vestry clerk of that parish, at his office at the new Vestry-hall, Back-road.

As regards the parish of St. Matthew, Bethnal Green, with the vestry clerk of that parish, at his office.

As regards the parish of St. Leonard's, Shore-ditch, with the vestry clerk of that parish, at his office.

As regards the parish of St. Mary, Islington, with the vestry clerk of that parish, at his office.

As regards the parish of St. Pancras, with the vestry clerk of that parish, at his office.

As regards the parish of St. Dunstan Stepboulth, otherwise Stepney, and the hamlet of Ratcliffe, with the clerk of the Limehouse District Board of Works, at his office in that district; as regards the parishes of St. Mary, Whitechapel, Christchurch, Spitalfields, and the hamlet of Mile-end New Town respectively, with the clerk of the Whitechapel District Board of Works, at his office in that district; and as regards the parish of St. John Hackney, with the clerk of the Hackney District Board of Works, at his office in that district.

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, 1863.

Hollingsworth, Tyerman, and Green,
24, Gresham-street, London, Solicitors for
the Bill.

Macclesfield and Knutsford Railway.

(Incorporation of Company, Power to make Railways from Macclesfield to Knutsford; Compulsory Purchase of Lands, Power to the London and North-Western, the Manchester Sheffield and Lincolnshire, the Great Northern, and the North Staffordshire Railway Companies to subscribe; Traffic Arrangements; 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, and to pass an Act to incorporate a Company for making and maintaining the railways hereinafter mentioned, 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 one of them, that is to say:—

1. A railway commencing in the township of Macclesfield, in the parish of Prestbury, in the county of Chester, by a junction with the North Staffordshire Railway, at or near a point distant 100 feet (measured in a northerly direction along that railway) from the centre of a certain bridge or archway carrying that railway over the River Bollin, and the road leading from Waters-green, in Macclesfield, in the said parish of Prestbury, to a certain road called Buxton-road, in the said last-mentioned parish and township, and terminating in the township of Nether Knutsford, otherwise Knutsford Inferior, in the parish of Knutsford, otherwise Nether Knutsford, in the said county of Chester, by a junction with the Cheshire Midland Railway, at or near a point distant 15 chains, or thereabouts (measured in a south-westerly direction along that railway) from the centre of a certain bridge or archway, carrying that railway over a certain river or brook called the River Birkin, or Birkin Brook, and which said intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial, and other places following, that is to say:—Prestbury, Macclesfield, Hurdsfield, Upton, Titherington, Prestbury, Butley, Mottram Saint Andrew, Over Alderley, Bollin-Fee, Chorley, Fulshaw, Wilmslow, Great Warford, Alderley, Moberley, Knutsford, Nether Knutsford, otherwise Knutsford Inferior, and Over Knutsford, otherwise Knutsford Superior, all in the county of Chester.
2. A railway wholly situate in the said parish of Moberley, in the county of Chester, commencing by a junction with the said last-mentioned intended railway, at or near a pond in the northerly corner of a field, in the township and parish of Moberley, belonging to John Pennington Legh, Esquire, and in the occupation of James Blackshaw, and which said field lies distant 8 chains, or thereabouts, in a south-easterly direction from the farm-house called Duckin-

field Hall, situate in the said parish of Moberley, in the occupation of the said James Blackshaw, and terminating by a junction with the Cheshire Midland Railway, at or near a point on that railway, distant 24 chains, or thereabouts, measured in a north-easterly direction along that railway, from a certain bridge or archway carrying that railway over a certain river or brook called the River Birkin or Birkin-Brook.

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, 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.

And it is also proposed by the said intended Act, to authorise the London and North-Western Railway Company, the Manchester Sheffield and Lincolnshire Railway Company, the Great Northern Railway Company, and the North Staffordshire Railway Company, or any 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 undertaking for the purposes aforesaid, or any of them, and to increase their capital by the creation of the 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 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 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 North Staffordshire and the Cheshire Midland Railway Companies, 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, or 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 either of them, are now authorised to take and 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 last-mentioned Companies, or either of them, to enter into agreements for an interchange of traffic, and for respectively working, maintaining, managing, and using their respective lines of railway and works, or any or either of them.

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 London and North-Western Railway Company, viz.: 1 William IV. cap. 51, 52, and 53; and 3 Vict. cap. 69; 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, 79, and 111; 24 and 25 Vict. caps. 44, 110, 111, 123, 128, 130, 208, 219, 134, 66, 223, 60, and 28; 25 and 26 Vict. caps. 55, 66, 86, 98, 104, 193, 208, 209; 26 and 27 Vict. caps. 5, 77, 79, 103, 108, 110, 177, and 217, and also the following Acts relating to the Manchester Sheffield and Lincolnshire Railway Company, viz.: 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; 23 and 24 Vict. cap. 15; 24 and 25 Vict. caps. 66, 86, 156, and 113, 25 and 26 Vict. caps. 91, 98, 112, and 129; and also the following Acts relating to the North Staffordshire Railway Company, viz.: 9 and 10 Vict. caps. 84, 85, and 86; 10 and 11 Vict. cap. 108; 11 and 12 Vict. caps. 66 and 88; 13 and 14 Vict. cap. 55; 17 and 18 Vict. cap. 194; 22 and 23 Vict. cap. 126; 23 Vict. cap. 42; 24 and 25 Vict. cap. 71; and 26 and 27 Vict. cap. 158; and also the following Acts relating to the Cheshire Midland Railway Company, viz.: 23 and 24 Vict. cap. 90; 24 and 25 Vict. cap. 113, and 26 and 27 Vict. cap. 147; also the following Acts relating to the Great Northern Railway Company, viz.: 9 and 10 Vict. caps. 71 and 88; 10 and 11 Vict. caps. 113, 125, 143, 146, 148, 272, 286, and 287; 11 and 12 Vict. caps. 62, 71, and 114; 12 and 13 Vict. cap. 84; 13 and 14 Vict. cap. 61; 14 and 15 Vict. caps. 45 and 114; 16 and 17 Vict. cap. 60; 18 and 19 Vict. cap. 124; 20 and 21 Vict. cap. 138; 21 and 22 Vict. cap. 113; 22 Vict. cap. 35; the 23 and 24 Vict. cap. 168; the 24 and 25 Vict. cap. 70; the 25 and 26 Vict. cap. 1; and the 26 and 27 Vict. caps. 203, 191 and 147, and any other Act or Acts relating to those Companies, or any of them.

And notice is hereby further given, that duplicate 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 re-

spective 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, 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 are situated, and also 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 the 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 printed copies of the 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 11th day of November, 1863.

Vaughan, Lingard, Vaughan, and Lingard,
Manchester, Solicitors;

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

London and South Western Railway

(Amalgamation with North Devon Railway and Dock Company; the Bideford Extension Railway Company, and the Southampton and Netley Railway Company; Extension of Time for completing Andover and Redbridge Railway; New Lines at Leatherhead and in Battersea; Arrangements with divers Railway Companies; Diversion of Footpath at Teddington; Hotel Arrangements at Southampton and Exeter; Further Capital; Amendment of Acts.)

NOTICE is hereby given, that application will be made to Parliament in the ensuing session, by the London and South Western Railway Company (hereinafter called "the Company") for an Act to effect the following purposes, and comprise the following provisions, or some of those purposes and provisions respectively (that is to say):—

1. For enabling the Company and the North Devon Railway and Dock Company, hereinafter called "the North Devon Company," to enter into and carry into effect contracts and agreements for the union and amalgamation, upon such terms and conditions as they mutually think fit, and for the union and amalgamation upon such terms as may have been, or as may be fixed and determined, by or under the provisions of the intended Act of the North Devon Company with the Company, and for the union and consolidation into one undertaking of the undertakings of the North Devon Company and of the Company, so that the undertaking, property, estate, and effects, rights, powers, and privileges, liabilities and obligations of what nature and kind soever of the North Devon Company may be vested in, and may be exercised by and attached to the Company or the amalgamated Company.

2. For enabling the Company and the Bideford Extension Railway Company (hereinafter called "the Bideford Company") to enter into and carry into effect contracts and agreements for the union and amalgamation, upon such terms and conditions as they mutually think fit, and for the union and amalgamation upon such terms and conditions as may have been, or may be fixed and determined

by or under the provisions of the intended Act of the Bideford Company with the Company, and for the union and consolidation into one undertaking of the undertakings of the Bideford Company and of the Company, so that the undertaking, property, estate, and effects, rights, powers, and provisions, liabilities and obligations, of what nature or kind soever of the Bideford Company may be vested in, and may be exercised by, and attached to the Company, or the amalgamated Company.

3. For enabling the Company and the Southampton and Netley Railway Company (hereinafter called "the Netley Company") to enter into and carry into effect contracts and agreements for the union and amalgamation, upon such terms and conditions as they mutually think fit, and for the union and amalgamation, upon such terms and conditions as may have been, or may be fixed and determined by or under the provisions of the intended Act of the Netley Company with the Company, and for the union and consolidation into one undertaking of the undertakings of the Netley Company and of the Company, so that the undertaking, property, estate, and effects, rights, powers, and provisions, liabilities and obligations of what nature or kind soever of the Netley Company, may be vested in, and may be exercised by and attached to the Company, or the amalgamated Company.

4. For extending the time limited by the Acts relating to the Andover and Redbridge Railway, or some or one of them, for the executing and completing of that railway, and the branch railway, roads, works, and conveniences thereby respectively authorised to be executed and completed.

5. For authorising the Company to make and maintain wholly in the parish of Leatherhead, in the county of Surrey, a railway with all necessary and proper stations, works, and conveniences in connexion therewith, commencing by a junction with the Epsom and Leatherhead Railway, at or near the southern end of the Leatherhead station of that railway, and terminating in a pasture field now or lately belonging to and occupied by George Fish Richardson, Esquire, and numbered 53 in the parish of Leatherhead on the plan of the London, Brighton, and South Coast Railway (Dorking to Leatherhead), deposited with the Clerk of the Peace for the county of Surrey in the month of November, 1862.

6. For enabling the London, Brighton, and South Coast Railway Company (hereinafter called "the Brighton Company") to lease for a term of years, or in perpetuity, or to sell or transfer to the Company, and to the Brighton Company jointly, all or any part north of the River Mole, of the railway from Dorking to Leatherhead, authorised by "The London, Brighton, and South Coast (Dorking to Leatherhead) Act, 1863," to be constructed by the Brighton Company, and all or any part of the lands, station, works, and conveniences, rights, powers, and privileges connected therewith, and so that such lease or transfer be on such terms and conditions, and for such considerations as may have been, or may be agreed on between the Company and the Brighton Company, and so that the portion of railway, lands, station, works, and conveniences, rights, powers, and privileges may be vested in the Company and the Brighton Company jointly, according to the terms and conditions of the lease or transfer; and for enabling the Company and the Brighton Company to take a lease or transfer of the same portion of railway, lands, station, works, and conveniences, rights, powers, and privileges, or any or either of them, or any part or parts thereof respectively; and also to make and carry into effect contracts and arrangements with reference to the ownership, construction, maintenance, working, and user of

the same portion of railway and premises, or any part thereof, the management, protection, and transmission of the traffic thereon, the fixing, collection, appropriation and distribution of the tolls, income, and profits therefrom; the payment, contribution, and allowances to be made by the one Company to the other, and all incidental and accessory objects and matters, and for enabling the Company and the Brighton Company to appoint a joint committee of directors for or with reference to all or any of the objects or matters aforesaid.

7. For authorising the Company to make and maintain wholly in the parish of St. Mary, Battersea, in the county of Surrey, a railway, with all necessary and proper stations, works, and conveniences in connection therewith, commencing by a junction with the main line of the West London Extension Railway, at a point thereon near and to the westward of the north-western face of the bridge carrying the London and South Western Railway over that main line, and terminating by a junction with the Richmond Railway of the Company, immediately to the eastward of the point where that Richmond line crosses the public highway, called Plough-lane, upon the level, and for authorising the Company to divert and alter, in the parish of St. Mary, Battersea, so much of the railway of the West London Extension Railway Company, called in "The West London Extension Railway Act, 1859," the second branch, as lies between the terminus of that branch railway on the eastern side of Falcon-lane, and a point thereon, situate 400 yards or thereabouts (measured along that branch railway) from that terminus.

8. For enabling the Company, and the West London Extension Railway Company, and the London, Chatham, and Dover Railway Company (hereinafter respectively called the West London Company, and the Dover Company), and any two or more of them, to make and carry into effect contracts and arrangements with reference to the ownership, construction, maintenance, working over, and use of the last-mentioned intended new railway, and of adjoining portions of the respective railways of the Company and the West London Company, and the Dover Company respectively, and of the stations, platforms, sidings, works and conveniences of those respective Companies in the parish of St. Mary, Battersea, respectively situate near the last-mentioned intended new railway; and the fixing, collection, and appropriation of the tolls, income, and profits of the intended new railway, and of those adjoining portions of railway stations and works respectively; and the payments, contribution, and allowances to be made by the contracting Companies, or any or either of them, to the other or others of them in respect of or in connection with the premises, and all other incidental and accessory objects and matters.

9. For the crossing, stopping up, altering, or diverting by the Company, whether temporarily or permanently, all turnpike and other roads and highways, footpaths, railways, tramways, aqueducts, canals, streams, rivers, brooks, pipes, waters, and watercourses within the aforesaid parishes, or some of them, which it may be necessary to cross, stop up, alter, or divert, by reason or for the purposes of the intended new railways, works, and conveniences, or any of them.

10. For the purchase by the Company, by compulsion or otherwise, of all such lands, houses, and other property as may be required in the construction of the intended new railways, or any of the works connected therewith, or for the several purposes of the intended Act, and for varying and extinguishing 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 Act.

11. For enabling the Company to levy tolls, rates, and duties upon or in respect of the several intended new railways and works, and upon or in respect of the several and respective railways and undertakings of the North Devon Company, the Bideford Company, and the Netley Company, and to make alterations in the authorised tolls, rates, and duties upon or in respect of the same railways and undertakings respectively, and to confer exemptions from the payment of all or any such tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

12. For enabling the Company to stop up, in the parish of Teddington, so much of the public foot-path, numbered in that parish 52 on the plan of the Company's Kingston-bridge Railway, deposited with the Clerk of the Peace for Middlesex in the month of November, 1858, as traverses the railway station-land and roadway of the Company near the Teddington Station of the Kingston-bridge Railway.

13. For enabling the Company to grant, and the Southampton Imperial Hotel Company (Limited), or any other Company or person willing in that behalf to accept, a lease for a term of years of certain lands in the parish of St. Mary, in the town and county of the town of Southampton, adjoining to and parcel of the Company's station and station-yard there, for the purpose of the erection and maintenance thereon of an hotel and refreshment rooms and other like accommodation, and for enabling the Company and the Hotel Company, or such other Company or person, to make such contracts and arrangements as may be deemed necessary or expedient with reference to those lands and purposes, and the erection, maintenance, and management of an hotel, refreshment rooms, and other buildings and accommodation thereupon, or with reference to any incidental or accessory objects or matters.

14. For enabling the Company to grant, and any Company or person willing in that behalf to accept, a lease for a term of years of certain lands in the parish of St. David, in the county of the city of Exeter, adjacent to the Company's station and station-yard there, and abutting as to part thereof south-west upon, and as to part thereof north-east upon the Queen-street road, for the purpose of the erection and maintenance thereon, or on some part thereof, of an hotel and refreshment rooms, and other like accommodation, and for enabling the Company or such other Company or person to make such contracts and arrangements as may be deemed necessary or expedient with reference to those lands and purposes, and the erection, maintenance, and management of an hotel, refreshment rooms, and other buildings and accommodation thereupon, or with reference to any incidental or accessory objects or matters.

15. For authorising the Company to raise a further sum of money for all or any of the purposes of the intended Act, or for the general purposes of the Company, by the creation of new shares or stock, with or without a guarantee or preference dividend, or by borrowing on mortgage or bond, or by any such or other means, and also to apply to all or any such purposes any capital or funds now belonging to the Company, or hereafter to belong to them, and for authorising the Company to guarantee the payment of interest on monies authorised to be borrowed by the North Devon Company and the Bideford Company respectively.

16. For authorising any of the before-named Companies whose undertakings may be leased or sold to, or which may be amalgamated with, the Company and their respective proprietors and

creditors, to accept in lieu of their present shares, stocks, and securities respectively, any shares, stocks, rent charges, annuities, or securities of the Company, and to classify, define, vary, and regulate the capital, stocks, shares, and securities, priorities, charges, rights, and privileges of the proprietors and creditors of the Company, upon such purchases or amalgamations, and to provide for the dissolution of any Company whose undertaking may be sold to the Company, or amalgamated with their undertaking.

And it is proposed by the intended Act to alter, amend, extend, and enlarge, or repeal, so far as may be necessary, the powers and provisions of the several Acts relating to the following Companies, or some of them, viz: the local and personal Acts, 4 and 5 William IV., cap. 88; 1 Vic., cap. 71; 1 and 2 Vic., cap. 27; 2 and 3 Vic., cap. 28; 4 and 5 Vic., caps. 1 and 39; 7 and 8 Vic., caps. 5, 63, and 86; 8 and 9 Vic., caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Vic., caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vic., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vic., caps. 75, 85, 87, 89, 125, and 157; 51 George III., cap. 196; 12 and 13 Vic., caps. 33 and 34; 13 and 14 Vic., cap. 24; 14 and 15 Vic., cap. 83; 16 and 17 Vic., 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, 72, 121, and 136; 21 and 22 Vic., caps. 56, 58, 67, 85, and 101; 22 Vic., cap. 3; 22 and 23 Vic., caps. 31, 44, 81, 95, and 134; 23 and 24 Vic., caps. 92, 103, 158, and 185; 25 and 26 Vic., cap. 42; 26 and 27 Vic., caps. 90 and 109; and all other Acts relating to the Company; 5 and 6 Wm. IV., cap. 10; 6 and 7 Wm. IV., cap. 121; 7 Wm. IV. and 1 Vic., cap. 119; 1 and 2 Vic., cap. 20; 2 and 3 Vic., cap. 18; 3 and 4 Vic., cap. 129; 6 and 7 Vic., caps. 27 and 62; 7 and 8 Vic., caps. 67, 91, 92, and 97; 8 and 9 Vic., caps. 52, 113, 196, 199, and 200; 9 and 10 Vic., caps. 54, 63, 64, 68, 69, 83, 234, 281, and 283; 10 and 11 Vic., caps. 167, 244, and 276; 11 and 12 Vic., cap. 136; 16 and 17 Vic., caps. 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, 72, 133, and 143; 21 and 22 Vic., cap. 3; 22 and 23 Vic., caps. 69, 81, 98, 112, 125, and 134; 23 and 24 Vic., caps. 109, 158, 171, 172, and 174; 24 and 25 Vic., caps. 120, 174, and 234; and 25 and 26 Vic., caps. 68, 73, 151, 207, and 210; and 26 and 27 Vic., caps. 137, 142, 192, 218, and 227; and all other Acts relating to the Brighton Company; 1 and 2 Vic., cap. 27; 8 and 9 Vic., cap. 107; 9 and 10 Vic., cap. 355; 10 and 11 Vic., cap. 273; 14 and 15 Vic., cap. 83, and all other Acts relating to the North Devon Company; 16 and 17 Vic., cap. 140, and all other Acts relating to the Bideford Company; 22 and 23 Vic., cap. 134; 24 and 25 Vic., cap. 234; 26 and 27 Vic., cap. 208, and all other Acts relating to the West London Company; 36 and 37 George III., cap. 131; 24 and 25 Vic., cap. 220; 25 and 26 Vic., cap. 42; and 26 and 27 Vic., cap. 70; and all other Acts relating to the Netley Company; 17 Vic., cap. 132; 18 and 19 Vic., cap. 187; 19 and 20 Vic., cap. 75; 20 and 21 Vic., cap. 151; 21 and 22 Vic., caps. 51 and 107; 22 and 23 Vic., caps. 54 and 90; 23 and 24 Vic., caps. 174, 177, and 187; 24 and 25 Vic., caps. 239 and 240; 25 and 26 Vic., caps. 144, 163, 192, and 224; and 26 and 27 Vic., cap. 204; and all other Acts relating to the Dover Company.

And notice is hereby further given, that on or before the 30th day of November, 1863, plans and sections of the intended new railways, and plans of

the lands and houses proposed to be taken, with a book of reference thereto, and published maps with the lines of the proposed new 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 that copies of so much of the said plans, sections, and book of reference as relates to the several parishes through which the said intended new railways will pass, and in which the said lands or houses are situate, together with a copy of this notice as published in the London Gazette, will, on or before the 30th day of November, 1863, be deposited for public inspection as follows, viz.:—In the case of the parish of St. Mary, Battersea, with the clerk to the Wandsworth District Board of Works, at his office at St. John's-hill, Wandsworth, and in the case of any other parish with the parish clerk thereof, at his residence.

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 5th day of November, 1863.

Bircham, Dalrymple, Drake, and Ward,
46, Parliament-street, Westminster,
Solicitors for the intended Act.

London and South-Western Railway.
(Kensington, Hammersmith, and Richmond New Lines; Alteration and Abandonment of parts of Hammersmith and City Railway; Contributions by, powers to, or provisions affecting the Great Western, the Hammersmith and City, the London and North-Western, and the North and South-Western Junction, the North London and the West London, and the West London Extension Railway Companies; Amendment of Acts.)

NOTICE is hereby given, that the London and South Western Railway Company (hereinafter called "The Company") intend to apply to Parliament next session, for an Act to effect the objects, or some of the objects following, viz.:—

To empower the Company to make and maintain the railways or some or one of the railways following, or some part or parts thereof, with stations, approaches, works and conveniences connected therewith (to wit):—

1. A railway (No. 1) commencing in the parish of St. Mary Abbots, Kensington, in the county of Middlesex, by a junction with the West London Railway in or near the northern end of the Kensington station of that railway, and terminating in the parish of St. Peter and St. Paul, Hammersmith, on the western side of the Shepherd's Bush-lane, at a distance of eight chains, or thereabouts, north of the junction between that lane and Blythe-lane, which railway No. 1 will be wholly in the two before-named parishes or one of them.

2. A railway (No. 2) wholly in the said parish of St. Peter and St. Paul, Hammersmith, commencing at the termination of railway No. 1, by a junction therewith, and terminating on the eastern side of the road, known as the Grove, at a distance of two chains or thereabouts (measured along that road), northward of the junction between that road and Dartmouth-road.

3. A railway (No. 3) commencing at the termination, as hereinbefore described, of the railway No. 2, by a junction therewith, and passing from, in, through, or into the parishes, extra-parochial or other places of St. Peter and St. Paul, Hammersmith, Turnham-green, Starch-

green, Brook-green, Shepherd's-bush, Acton, Ealing, Chrish Church Chiswick, Chiswick, New Brentford, Old Brentford, Hanwell, Strand-on-the-Green, and Isleworth, in the county of Middlesex; and Kew, Mortlake, and Richmond, in the county of Surrey, or some of them, and terminating in the parish of Richmond, at or near the Company's Richmond Station, and on the northern side thereof.

4. A railway (No. 4) wholly in the parish of St. Peter and St. Paul, Hammersmith, commencing at the termination, as hereinbefore described, of the railway (No. 1), by a junction therewith, and terminating by a junction with the Hammersmith and City Railway, as proposed to be altered under the provisions of the intended act, at a point three chains or thereabouts, measured on that line of railway, to the southward of the point thereon marked two miles one furlong from the commencement thereof, upon the deposited plans of that railway, referred to in the Hammersmith and City Railway Act, 1861.

5. A railway (No. 5) commencing in the parish of Acton, by a junction with the North and South Western Junction Railway, at about ten chains measured along that railway, northward of the point where that railway crosses Bollow-bridge-lane on the level, and terminating in the parish of Chiswick, by a junction with the proposed railway (No. 3) at the turnpike-road from London to Brentford, 27 chains or thereabouts measured along the line of that turnpike-road, eastward of the junction between Gunnersbury-lane and that turnpike-road, and passing from, through, and into the said parishes of Chiswick, New Brentford, Old Brentford, Ealing, and Acton, or some or one of them.

6. A railway (No. 6) wholly in the parish of St. Peter and St. Paul, Hammersmith, commencing from and out of the Hammersmith and City Railway, as proposed to be altered under the provisions of the intended Act, at the proposed junction thereof with the railway (No. 4); and terminating on the eastern side of the road, known as the Grove, at a distance of two chains or thereabouts, measured along that road, northward of the junction between that road and Dartmouth-road.

7. To empower and require the Hammersmith and City Railway Company or (them failing) the Company to make an alteration of the authorised line, levels and works of the Hammersmith and City Railway, which alteration will be wholly in the parish of St. Peter and St. Paul, Hammersmith, and will commence at or near the point indicated as 2 miles and 1 furlong, upon the deposited plans of that railway, referred to in the Hammersmith and City Railway Act, 1861, and terminate at the authorised termination of the Hammersmith and City Railway, at the Broadway, Hammersmith.

8. To empower the Hammersmith and City Railway Company, if they think fit, to abandon and relinquish the construction of all or any part of their authorised main line of railway between the point hereinbefore described as the intended termination of the proposed railway (No. 4) and the authorised termination of the Hammersmith and City Railway at the Broadway, Hammersmith.

9. To empower the Company, and the Hammersmith and City Railway Company and the Great Western Railway Company, or any or either of them, to make and maintain a station or stations, with approaches, works, buildings, and conveniences in the said parish of St. Peter and St. Paul, Hammersmith, at or near the termination as hereinbefore described of railway No. 4, or at or near the junction between Brad-

more-lane and Dartmouth-road, and to sanction and give effect to agreements between those three Companies, or any two of them, as to the construction, management, maintenance, acquisition, ownership, and use of such station or stations, approaches, works, buildings, and conveniences, and of lands required for the same respectively.

10. To empower the Company, and the Hammersmith and the City Railway Company; and the Great Western Railway Company respectively, if they shall think fit, in respect of the work to be executed by them respectively, to deviate laterally from the lines of the intended works, to the extent shown on the plans hereinafter mentioned and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

11. To cross, divert, alter, or stop up, whether temporarily or permanently, roads, streets, ways, streams, pipes, sewers, canals, navigations, rivers, bridges, railways, and tramroads, within the parishes, extra-parochial, and other places aforesaid, or any of them.

12. To purchase and take by compulsion, and also by agreement, lands, houses, and property, and to extinguish all rights and privileges affecting the same.

13. To levy tolls, rates, and duties upon or in respect of the intended railways and works, and upon the railways, stations, and works of the other Companies named in this notice, and to alter the tolls, rates, and duties, which the Company, the Hammersmith and City Railway Company, and those other Companies respectively, are now authorised to take, and to confer exemptions from the payment of such tolls, rates, and duties.

14. To empower the Company, and all other Companies and persons lawfully using their railway, to run over, work, and use so much of the line and levels of the said Hammersmith and City Railway, as is or may be between two miles and five chains and two miles and two furlongs, as marked upon the said plans of the Hammersmith and City Railway Company, whether executed as now authorised or as proposed to be altered by the intended Act.

15. To empower the Hammersmith and City Railway Company and the Great Western Railway Company, and all other Companies and persons lawfully using the Hammersmith and City Railway, or any of them, to run over, work, and use the intended railways (No. 3, 4 and No. 6) hereinbefore described.

16. To empower the North and South Western Junction Railway Company, and the London and North Western Railway Company, the North London Railway Company, and all other Companies and persons lawfully using those railways, to run over, work and use, so much of the intended railways as will lie between the intended junction of railway (No. 5) with the North and South Western Junction Railway, and the termination at Richmond of the intended railway (No. 3).

17. To empower the Company to run over, work, and use so much of the West London Railway, as lies southwards of the intended junction therewith of the railway (No. 1) hereinbefore described.

18. To authorise the respective Companies and persons to whom such powers of running over, working, or using any railways or portions of railways shall be given by the intended Act to exercise the same with their engines, carriages, and servants, and for traffic of all kinds, and upon payments, terms and conditions, to be defined by the intended Act, or (failing agree-

ment), to be determined compulsorily by arbitration or otherwise, and to levy tolls, rates, and charges for traffic conveyed by them thereon; (and the powers aforesaid will embrace the construction and use, running and working over, of all necessary stations, sidings, buildings, offices, approaches, water supplies, telegraphs, signals, machinery, works and conveniences, on or connected, or used, with the said railways or portions of railway).

19. To empower the Hammersmith and City Railway Company, the Great Western Railway Company, the London and North Western Railway Company, and the North and South Western Junction Railway Company, and the North London Railway Company, (hereinafter called "The Five Companies"), or any of them, to contribute towards the undertaking to be authorised by the intended Act, or any part thereof, by way of subscription, rent, gross, or periodical payments, or otherwise, to subscribe for shares and stock in the capital of the Company, and to grant and guarantee to the Company, or the proprietors or creditors of the Company, interests or dividends, annuities, and rent-charges, and the principal and interest of money borrowed, and to sanction and give effect to agreements between the Company and the five Companies, or any of them, with respect thereto, and to any of the objects of the intended Act, and all incidental matters.

20. To empower the Company and the five Companies respectively, for the purposes aforesaid, to apply their respective corporate funds and revenue, and to raise more money by the creation of new shares and stock with or without preference or priority of interest or dividend, and other special privileges, and by borrowing on mortgage or otherwise.

21. To authorise the Company and the West London Railway Company, and the West London Extension Railway Company, or any two of them, to enter into arrangements upon terms to be settled by arbitration, in case the parties fail to agree thereupon, with reference to the running over, working, and user of the before mentioned station at Kensington, and the portion of the West London Railway southward of the junction therewith of the beforementioned intended railway (No. 1).

22. To vary or extinguish all rights and privileges inconsistent with the objects of the intended Act, and to confer other rights and privileges.

23. To amend the Hammersmith and City Railway Act, 1861, and the Hammersmith and City Junction Railway Act, 1863, and to apply the provisions of those Acts as to traffic arrangements with the Great Western Railway Company and the Metropolitan Railway Company to the railways of the Hammersmith and City Railway Company, as altered under the intended Act, and also to amend the (local and personal) Acts following, or some of them, viz., 14 and 15 Vict., cap. 100; 16 and 17 Vict., cap. 69; and 17 and 18 Vict., cap. 161, relating to the North and South Western Junction Railway Company; 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, 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. 122, 177, and 188; 19 and 20 Vict., cap. 120; 20 and 21 Vict., caps. 18, 24, 72, 121, and 136; 21 and 22 Vict., caps. 56, 58, 67, 89, and 101; 22 and 23 Vict., caps. 3, 31, 44, 81, 95, and 134; 23 and 24 Vict., caps. 92, 103, 124, 158, and 185; 24 and 25 Vict., caps. 111, 220, and 234; 25 and 26 Vict., caps. 42, 71, 78, 143, 152, 165, and 227; and 26 and 27 Vict., caps. 90, 109, 192, and 208, relating to the Company; 5 and 6 William 4, cap. 107; 6 William 4, caps. 86, 88, 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, 183, 184, 188, 190, and 191; 9 Vict., cap. 14; 9 and 10 Vict., caps. 166, 181, 236, 239, 240, 250, 251, 274, 275, 278, 300, 303, 307, 313, 315, 326, 328, 335, 337, 338, 369, 383, and 402; 10 and 11 Vict., caps. 60, 72, 76, 86, 91, 101, 109, 144, 149, 154, 177, 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, 178, 179, 184, 204, 205, 209, 210, 212, 215, 222, and 227; 17 and 18 Vict., caps. 108, 120, 158, 163, 192, 202, 204, 207, 209, 215, and 222; 18 Vict., caps. 11, 59, and 69; 18 and 19 Vict., caps. 98, 171, 175, 181, 183, and 191; 19 and 20 Vict., caps. 111, 126, and 137; 20 and 21 Vict., caps. 8, 24, 54, 96, 116, 119 and 158; 21 and 22 Vict., caps. 90, 123, 126, 139, 142 and 146; 22 Vict., cap. 13; 22 and 23 Vict., caps. 1, 17, 22, 40, 46, 59, 64, 76, 84, 105, 120, 134 and 138; 23 Vict., cap. 76; 23 and 24 Vict., caps. 69, 72, 76, 81, 82, 94, 127 and 128; 24 Vict., caps. 32 and 36; 24 and 25 Vict., caps. 22, 73, 76, 81, 87, 133, 134, 143, 144, 164, 167, 189, 197, 204, 212, 213, 215, 221, 227, and 240; 25 and 26 Vict., caps. 14, 56, 58, 71, 109, 110, 127, 148, 161, 167, 168, 178, 183, 190, 196, 198, 206, 208, 209, 212, 218, 221, and 226; 26 and 27 Vict., caps. 113, 127, 151, 172, 198, 204, 208, and 227; and 1 and 2 George 4, cap. 63; 6 George 4, cap. 168; 3 William 4, cap. 70; 7 George 4, cap. 53; 33 George 3, cap. 112; 35 George 3, cap. 72; 39 George 3, cap. 60; 49 George 3, cap. 42; 55 George 3, cap. 30; 57 George 3, cap. 15; and 1 and 2 George 4, cap. 61, relating to the Great Western Railway Company; 9 and 10 Vict., cap. 396; 13 and 14 Vict., cap. 36; 16 and 17 Vict., cap. 97; 17 and 18 Vict., cap. 80; 23 and 24 Vict., caps. 14, 52, and 67; and 24 and 25 Vict., caps. 132 and 196, relating to the North London Railway Company: 6 and 7 William 4, cap. 79; 3 and 4 Vict., cap. 105; 8 and 9 Vict., cap. 156; 9 and 10 Vict., cap. 369; 10 and 11 Vict., cap. 91; and 17 and 18 Vict., cap. 204, relating to the West London Railway Company; 22 and 23 Vict., cap. 134; 24 and 25 Vict., cap. 234; and 26 and 27 Vict., cap. 208, relating to the West London Extension Railway Company; 8 and 9 Vict., caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 and 10 Vict., caps. 67, 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, 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 and 15 Vict., caps. 28 and 94; 15 and 16 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. 2, 88, 113, and 134; 23 and 24 Vict., caps. 77 and 79; 24 and 25 Vict., caps. 66, 110, 123, 128, 130, 208, and 223; 25 and 26 Vict., caps. 55, 66, 78, 98, 104, 118, 148, 171, 176, 194, 198, 200, 208; and 209; and 26 and 27 Vict., caps. 5, 77, 79, 108, 177, 208, and 217, relating to the London and North Western Railway Company.

24. Plans and sections of the proposed railways, alteration 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 the same county, and with the Clerk of the Peace for the county of Surrey, at his office at Lambeth, in the same county; and that on or before the said 30th day of November instant a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said railways, alteration, and works, or any part of them, are, or is intended to be made, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection as follows, viz. :—

In the case of the parish of St. Mary Abbott, Kensington, with the vestry clerk of the parish, at his office at the Vestry Hall, in the said parish.

In the case of the parish of St. Peter and St. Paul, Hammersmith, with the Clerk of the District Board of Works for the district of Fulham, at his office at Hammersmith.

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.

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

Dated this 12th day of November, 1863.

Bircham, Dalrymple, Drake, and Ward,
46, Parliament-street, Solicitors for the
intended Bill.

London and South Western Railway!

(New Railways from the North Devon Railway at Umlerleigh to South Molton and North Molton; Power to raise Additional Capital; Amendment of Acts of the London and South Western Railway Company and North Devon Railway and Dock Company, and for other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the London and South Western Railway Company (hereinafter called "the Company"), for an Act to enable the Company to effect the following purposes, or some or one of them (that is to say):

1. To make and maintain the following railways or some or one of them, with all proper stations, approaches, works, and conveniences connected therewith respectively (that is to say):— A railway (No. 1), commencing in the parish of Chittlehampton, in the county of Devon, by a junction with the North Devon Railway, at a point thereon, about $3\frac{1}{4}$ chains south of the

southern end of the Umberleigh station-house on the North Devon Railway, and terminating in the parish of South Molton, in the same county, in a field belonging to Mrs. Elizabeth Cutcliffe, and in the occupation of Russell Martyn Riccard, Esq., and abutting eastwardly on the turnpike road connecting East-street and Mill-lane, and southwardly on Mill-lane, and to be made in, and to pass through or into the several parishes, extra-parochial and other places following, or some or one of them, that is to say, Umberleigh, Atherington, Chittlehampton, Warkleigh, Satterleigh, George-Nympton, Filleigh, and South Molton, in the county of Devon; a railway (No. 2) commencing in the parish of South Molton, in the county of Devon, by a junction with the intended new railway, No. 1, at the before described terminus thereof, and terminating in the parish of North Molton, in the same county, in a field called "Tucker's Field," belonging to the Right Honourable Lord Poltimore, occupied by Mr. Richard Abbott, and situate near, and to the westward of the bridge which carries the highway leading from North Molton to Exmoor over the river Mole, and to be made in, and to pass through or into the several parishes, extra-parochial and other places following, or some or one of them, that is to say—South Molton, Bishop's-Nympton, Filleigh, and North Molton, in the county of Devon; a railway (No. 3), commencing in the parish of Atherington, in the county of Devon, by a junction with the North Devon Railway, at a point thereon about 51 chains, measured along the line of that railway, northward of the northern end of the Umberleigh station-house, on that railway, and terminating in the parish of Chittlehampton, in the same county, by a junction with the intended new railway, (No. 1), in a field called "Other Helland," belonging to the Honourable Mark George Kerr Trefusis Rolle, and in the occupation of Mr. Thomas Murch, and to be made in, and to pass through or into the parishes following, or one of them, that is to say, Atherington and Chittlehampton, in the county of Devon.

2. To cross, stop up, alter, or divert, whether temporarily or permanently, all turnpike and other roads, and highways, footpaths, railways, tramways, aqueducts, canals, streams, rivers, brooks, pipes, waters, and watercourses within the aforesaid parishes, extra-parochial and other places, or any of them, which it may be necessary to cross, stop, alter, or divert, by reason or for the purposes of the intended new railways, works, and conveniences, or any of them.

3. To levy tolls, rates, and duties upon and in respect of the intended new railways and works, or any of them, and to grant exemptions from the payment of tolls, rates, and duties.

4. To purchase by compulsion or otherwise, all such lands, houses, and other property as may be required for the purposes of the intended new railways, or any of them, 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 may be necessary to vary or extinguish in carrying into execution any of the purposes of the intended Act.

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

And it is proposed by the intended Act to alter, amend, extend, enlarge, or repeal, so far as may be necessary, the powers and provisions of the several Acts following, viz: the local and personal Acts 4 and 5 William IV., cap. 88; 1 Vic., cap. 71; 1 and 2 Vic., cap. 27; 2 and 3 Vic., cap. 28; 4 and 5 Vic., caps. 1 and 39; 7 and 8 Vic., caps. 5, 63, and 86; 8 and 9 Vic., caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Vic., caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vic., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vic., caps. 75, 85, 87, 89, 125, and 157; 51 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 183; 19 and 20 Vic., cap. 120; 20 and 21 Vic., caps. 18, 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; 23 and 24 Vic., caps. 92, 103, 158, and 185; 25 and 26 Vic., cap. 42; and 26 and 27 Vic., caps. 90 and 109; and of all or any other Acts relating to the London and South Western Railway Company. The local and personal Acts 1 and 2 Vic., caps. 27 and 83; and 9 Vic., cap. 107; 9 and 10 Vic., cap. 355; 10 and 11 Vic., cap. 273; 14 and 15 Vic., cap. 88; and of all or any other Acts relating to the North Devon Railway and Dock Company.

And notice is hereby further given, that on or before the 30th day of November, 1863, plans and sections of the proposed new railways, and of the lands and houses proposed to be taken, with a book of reference thereto, 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 be deposited for public inspection with the Clerk of the Peace for the county of Devon, at his office, at Exeter, in that county; and that copies of so much of the said plans, sections, and book of reference as relates to the several parishes through which the said intended railways will pass, and in which the said lands or houses are situate, together with a copy of this notice as published in the London Gazette, will, on or before the 30th day of November, 1863, be deposited for public inspection with the parish clerk of each such parish, 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.

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, 1863.

Dated this 6th day of November, 1863.

Bircham, Dalrymple, Drake, and Ward,
No. 46, Parliament-street, Westminster,
Solicitors for the intended Act.

Hartlepool Port and Harbour.

(Powers to abandon Northern Pier or Breakwater at the Heugh, and to construct another Pier and Breakwater in lieu thereof; to apply and raise Capital for the purpose; to levy Tolls; to confer additional powers; to repeal or amend existing Act, and for other purposes.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session, for leave to bring in a Bill to repeal, alter, amend, extend, and enlarge, some of the powers and provisions of the "Hartlepool Port and Harbour Act, 1855," (in this notice called the "Act of 1855") and to make other provisions in lieu thereof, and particularly, to repeal so much of the said Act as authorizes the

construction and maintenance of the work therein described as the Northern Pier or Breakwater, commencing from the cliffs called the Heugh, at Hartlepool, and to abandon the construction thereof, and in lieu thereof to authorize the construction and maintenance of the several works hereinafter mentioned, that is to say:—

1. An extension pier, commencing from the south end of the existing pier, now extending from the said cliffs called the Heugh, to low water mark in the township of Hartlepool and parish of Hart, and proceeding thence southwardly in continuation of the line of the said existing pier, for the distance of one hundred and fifty yards into and terminating in the German Ocean.
2. A breakwater in the German Ocean to be constructed nearly in a line with the said intended extension of the existing pier, and to commence at a point in the German Ocean about three hundred yards south from the southern end of the said extension pier, and to extend thence in a southward direction for a distance of three hundred and fifty yards, and there to terminate in the German Ocean.

Which proposed extension pier and breakwater, and the termini and course thereof respectively, are delineated and more particularly described on the plans to be deposited as hereinafter mentioned. And it is intended by the said Bill to confer upon "The Hartlepool Port and Harbour Commissioners" (in this notice called the Commissioners) all necessary powers for the construction and maintenance of the before mentioned pier and breakwater; and also powers for all or some of the objects and purposes hereinafter mentioned, that is to say:—

To make, construct, and maintain in connection with the said pier and breakwater, or for the safety or protection thereof, or of the cliffs adjoining the said existing pier, or of vessels seeking shelter near the said pier or breakwater, or desiring to pass through the opening between the same, or otherwise using the said pier and breakwater, all such jetties, groins, quays, esplanades, parapets, landing-places, communications, and other works, as may be deemed convenient or necessary, and also a light or lighthouse on the southern end of the said extension pier and on both or either of the ends of the said breakwater, which said pier and breakwater, and other works, will be wholly made and maintained in, or adjoining to, or pass from, through, or near to the township and borough of Hartlepool, in the parish of Hart, in the county of Durham, and the shore of the sea, and the German Ocean, adjoining the said township.

To enable the commissioners to place, deposit, and work stone, timber, and other materials, and carts, and trucks, and other plant, on the shore of the sea, above or below high-water mark, between the existing pier at the Heugh, and the old pier at Hartlepool, and also, during the construction of the said pier and breakwater, to construct, and maintain, and work, and use such tramways, engines, sheds, workshops, and other conveniences, as may be necessary or convenient for any of the purposes connected with the said works.

To deviate from the line or lines of the said intended works, as laid down on the said plans thereof, to such an extent as will be defined or delineated on such plans.

To enable the Commissioners to demand and take tolls, rates, and duties, from passengers landing from any vessel or boat on the said existing or extension pier, or on the said breakwater, or embarking therefrom on board any

vessel or boat; also to alter or vary any of such tolls, rates, and duties, and any existing tolls, rates, and duties now demandable by the Commissioners, and to grant additional or other tolls, rates, and duties, and to confer on them full powers for the recovery, and collection, and enforcing payment of all or any of the tolls, rates, and duties now payable to and demandable by them, or to be granted to them by the said Bill, and for compounding with persons and corporations for the payment of any sum periodically or otherwise, for, or in lieu of the payment of all or any of such tolls, rates, or duties, and to confer, vary, or extinguish exemptions from payment of all or any of such existing or proposed tolls, rates, and duties, and to confer, vary, or extinguish all or any existing reserved or future rights, privileges, and exemptions in connection with all or any of the objects mentioned in this notice, or to be provided for by the said Bill, or with any lands, houses, seashore, and hereditaments to be purchased, taken, or used for the purposes thereof.

To enable the Commissioners to purchase by compulsion or otherwise the lands, shore of the sea and hereditaments in and adjoining the said township of Hartlepool, and parish of Hart, described on the plans to be deposited as hereinafter mentioned, and other lands and houses for the several purposes mentioned in this notice, and to enable the parties entitled to such lands, houses, seashore, and hereditaments, whether capacitated or incapacitated to sell the same.

To enable the Commissioners, under the powers of the Act of 1855, to raise any part of the sum which they are thereby authorized to raise for the purposes of the works thereby authorized, and to apply the same to the construction of the pier and breakwater and other works to be executed under the said Bill, and to confer upon the Commissioners other powers in relation thereto, and, if necessary, to enable them to raise further moneys on the credit of the revenue arising under the said Act for the purposes of the said Bill, and to mortgage or charge the revenue to arise under the said Bill for any of the purposes thereof, or of the said Act, and to alter and vary the application of the revenue of the Commissioners and of the Hartlepool Port and Harbour Fund.

To alter the period for making up the account of the Commissioners, as prescribed by the Act of 1855.

To confer additional powers upon the harbour masters of the Commissioners, and to impose penalties on persons disobeying their orders, or placing or continuing any vessel or boat at anchor or otherwise, contrary to such orders in any part of the harbour of Hartlepool.

To define the limits of the said harbour.

To extend and make applicable to the objects of the said Bill, and to incorporate therewith all or any of the powers and provisions of the Act of 1855, and also of "The Commissioners' Clauses Act, 1847;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Harbours, Docks, and Piers Clauses Act, 1847;" and any other powers and provisions which may be deemed necessary for effecting the several objects of the said Bill.

And it is intended by the said Bill, in cases where it may be necessary for the purposes thereof, to repeal, alter, amend, and extend all or some of the provisions of the several local and personal Acts of Parliament following, that is to say:—"West Hartlepool Harbour and Railway (Capital) Act, 1863," and all or any of the Acts therein recited:—"The North-Eastern

Railway Company's Act, 1854;" "The North-Eastern Railway Company's (Hartlepool Dock and Railway Amalgamation) Act, 1857;" "The North-Eastern and Carlisle Railways Amalgamation Act, 1862;" and "The North-Eastern and Stockton and Darlington Railways' Amalgamation Act, 1863," and any other Act recited in those Acts, or any of them, and relating to the dock or harbour of Hartlepool; also the Charter granted to the borough of Hartlepool by Richard Poor, bishop of Durham, in the year 1230; the Charter granted to the said borough by Her Majesty, Queen Elizabeth, in the 35th year of her reign; the Charter granted to the mayor and burgesses of Hartlepool, by her present Majesty Queen Victoria, dated at Westminster the 24th day of September, in the 5th year of her reign; and also the several other Charters or Letters Patent, mentioned or referred to in the last-mentioned Charter, as granted to the body corporate of the said borough by her predecessors, Kings and Queens of England; and the Charter granted to the mayor, aldermen, and burgesses of the borough of Hartlepool, by her present Majesty, on the 5th day of December, in the 14th year of her reign.

And notice is also hereby given, that duplicate plans, describing the lines or situations of the proposed pier and breakwater and other works, and the lands in, through, or upon which the same are intended to be made, maintained, varied, extended, or enlarged, together with duplicate sections to such plans, shewing the nature and levels of such pier, breakwater, and works; and a book of reference to such plans containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of the lands, houses, and other property, in or through which such pier and breakwater and other works will pass or be made, or which will require to be taken for the purposes of the said Bill; and also a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Durham, at his office, in the city of Durham; and that on or before the said 30th day of November instant, a copy of the said plans and sections, with a book of reference thereto, and also a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the clerk of the parish of Hart, at his place of abode, and with the clerk of the parochial chapelry of St. Hilda, at Hartlepool, in or adjoining which the whole of the proposed works will be situate, at his place of abode.

And notice is also hereby given, that printed copies of the said Bill or 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, 1863.

Thomas Belk, Solicitor to the Hartlepool Port and Harbour Commissioners.

London and South-Western Railway.
(Extension of the Chertsey Branch to the Virginia Water Station of the Staines and Wokingham Railway—power to raise additional capital; Amendment of Acts of the Company, and of the Staines, Wokingham, and Woking Railway Company, and for other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by the London and South-Western Railway Company (hereinafter called "The Company"), for an Act to enable the Company to effect the following purposes, or some or one of them, that is to say:—

1. To make and maintain a railway, with all proper stations, approaches, works, and conveniences connected therewith, commencing in the parish of Chertsey, in the county of Surrey, by a junction with the existing Chertsey branch of the London and South-Western Railway, at or near the termination thereof, at the northern end of the Chertsey station, and terminating in the parish of Egham, in the same county, by a junction with the Staines and Wokingham Railway, at a point thereon about three chains to the northward of the northern end of the Virginia Water station-house on that railway, and which intended railway will be made in and pass through or into the parishes and places of Chertsey, Thorpe, and Egham, or some or one of them, in the county of Surrey.

2. To cross, stop up, alter, or divert, whether temporarily or permanently, all turnpike and other roads and highways, footpaths, railways, tramways, aqueducts, canals, streams, rivers, brooks, pipes, waters, and watercourses within the aforesaid parishes, or some of them, which it may be necessary to cross, stop, alter, or divert, by reason or for the purposes of the intended railway, works, and conveniences.

3. To levy tolls, rates, and duties upon and in respect of the intended new railway and works, and to grant exemption from the payment of tolls, rates, and duties.

4. To purchase, by compulsion or otherwise, all such lands, houses, and other property as may be required in the construction of the intended new railway, 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 Act.

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

And it is proposed by the intended Act to alter, amend, extend, and enlarge, or repeal, so far as may be necessary, the powers and provisions of the several Acts following, or some of them, viz.:—"The Local and Personal Acts," 4 and 5 William IV., cap. 88; 1 Vic., cap. 71; 1 and 2 Vic., cap. 27; 2 and 3 Vic., cap. 28; 4 and 5 Vic., caps. 1 and 39; 7 and 8 Vic., caps. 5, 63, and 86; 8 and 9 Vic., caps. 80, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Vic., caps. 129, 181, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vic., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vic., caps. 75, 85, 87, 89, 125, and 157; 51 George III., cap. 196; 12 and 13 Vic., caps. 33 and 34; 13 and 14 Vic. cap. 24; 14 and 15 Vic., cap. 83; 16 and 17 Vic., 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, 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, 41, 81, 95, and 134; 23 and 24 Vic., caps. 92, 103, 158, and 185; 25 and 26 Vic., cap. 42; and 26 and 27 Vic., caps. 90 and 109; and all other Acts relating to the London and South-Western Railway Company; "The Local and Personal Acts," 16 and 17 Vic., cap. 85; 18 and 19 Vic., cap. 139; 20 and 21

Vic., cap. 96; 21 and 22 Vic., cap. 58; and all other Acts relating to the Staines, Wokingham, and Woking Railway Company.

And notice is hereby further given, that on or before the 30th day of November, 1863, plans and sections of the proposed new railway, and of the lands and houses proposed to be taken, with a book of reference to those plans, together with a published map, with the line of the proposed new 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 Surrey, at his office at Lambeth, in that county; and that copies of so much of the said plans, sections, and book of reference as relates to the several parishes through which the said intended new railway will pass, and in which the said lands or houses are situate, together with a copy of this notice, as published in the "London Gazette," will, on or before the 30th day of November, 1863, be deposited for public inspection with the parish clerk of each such parish, at his residence.

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, 1863.

Dated this 5th day of November, 1863.

Bircham, Dalrymple, Drake, and Ward,
46, Parliament-street, Westminster,
Solicitors for the intended Act.

In Parliament—Session 1864.

Cheadle, Didsbury, and Manchester Railway.
(Incorporation of Company; Power to make Railways from Cheadle to Manchester; Power to the London and North-Western; the Manchester Sheffield and Lincolnshire; the Great Northern; and the Manchester South Junction and Altrincham Railway Companies, to subscribe; compulsory Purchase of lands, Traffic arrangements, 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 and to pass an Act to incorporate a Company for making and maintaining the Railways hereinafter mentioned, 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,)

A Railway commencing in the township of Stretford, in the parish of Manchester, in the county palatine of Lancaster by a junction with the Manchester South Junction and Altrincham Railway at or near a point at the south-easterly end of the passenger platform of the Old Trafford Station on that Railway, and terminating in the township of Etchells, in the parish of Stockport, in the county palatine of Chester by a junction with the authorised Railway No. 1 of the Stockport Timperley and Altrincham Junction Railway in a field numbered 5 in the said township of Etchells and parish of Stockport, on the plans deposited with the Clerk of the Peace for the county of Chester in respect of that Railway; and which said 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), Manchester, Stretford, Moss Side, Chorlton-cum-Hardy, Withington, Burnage, Rush-

olme, and Didsbury, all in the said county palatine of Lancaster, and Stockport and Etchells, in the said county palatine of Chester.

A Railway commencing by a junction with the last mentioned intended Railway, in the township of Didsbury, in the parish of Manchester in the said county palatine of Lancaster, at or near a point where that Railway is intended to cross a certain Lane called Broad Oak Lane, and being 13 chains or thereabouts west of a certain farm house called Broad Oak farm, in the said township of Didsbury and parish of Manchester, and terminating by a junction with the authorised Railway No. 1 of the Stockport Timperley and Altrincham Junction Railway in a field numbered 12 in the said township of Etchells, and parish of Stockport on the plans deposited with the Clerk of the Peace for the county of Chester, in respect of that Railway.

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, 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.

And it is also proposed by the said intended Act to authorise the London and North-Western Railway Company; the Manchester Sheffield and Lincolnshire Railway Company; the Great Northern Railway Company; and the Manchester-South Junction and Altrincham Railway Company; or any 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 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 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 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 Manchester South Junction and Altrincham; and the Stockport Timperley and Altrincham Junction Railway Companies, 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 either of them are now authorised to take and 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 last-mentioned Companies, or either of them, to enter into agreements for an interchange of traffic, and for respectively working, maintaining, managing, and using their respective lines of Railway and Works, or any, or either of them.

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 London and North-Western Railway Company (*videlicet*), 1 William the Fourth, cap. 51; 2 and 3 Victoria, cap. 69; 8 and 9 Victoria, caps. 36, 37, 43, 105, 111, 112, 123, 156, and 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, and 396; 10 and 11 Victoria, caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Victoria, caps. 58, 60, and 130; 12 and 13 Victoria, cap. 74; 13 and 14 Victoria, cap. 36; 14 Victoria, cap. 28; 14 and 15 Victoria, cap. 94; 15 Victoria, caps. 98 and 105; 16 and 17 Victoria, caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Victoria, caps. 201 and 204; 18 and 19 Victoria, caps. 172 and 194; 19 and 20 Victoria, caps. 52, 69, and 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, 79, and 111; 24 and 25 Victoria, caps. 44, 110, 111, 123, 128, 130, 208, 219, 134, 66, 223, 60, and 28; 25 and 26 Victoria, caps. 55, 66, 86, 98, 104, 198, 208, 209; and 26 and 27 Victoria, caps. 5, 77, 79, 103, 108, 110, 177, and 217; and also the following Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company (*viz.*), 12 and 13 Victoria, cap. 81; 13 and 14 Victoria, cap. 94; 14 and 15 Victoria, cap. 114; 15 and 16 Victoria, caps. 83 and 144; 16 and 17 Victoria, caps. 52 and 145; 18 and 19 Victoria, caps. 91 and 129; 21 and 22 Victoria, caps. 75 and 113; 22 and 23 Victoria, cap. 5; 23 and 24 Victoria, cap. 15; 24 and 25 Victoria, caps. 66, 86, 156, and 113; 25 and 26 Victoria, caps. 91, 98, 112, and 129; and also the following Acts relating to the Great Northern Railway Company (*viz.*), 9 and 10 Victoria, caps. 71 and 88; 10 and 11 Victoria, caps. 113, 125, 143, 146, 148, 272, 286, and 287; 11 and 12 Victoria, caps. 62, 71, and 114; 12 and 13 Victoria, cap. 84; 13 and 14 Victoria, cap. 61; 14 and 15 Victoria, caps. 45 and 114; 16 and 17 Victoria, cap. 60; 18 and 19 Victoria, cap. 124; 20 and 21 Victoria, cap. 138; 21 and 22 Victoria, cap. 113; 22 Victoria, cap. 35; the 23 and 24 Victoria, cap. 168; the 24 and 25 Victoria, cap. 70; the 25 and 26 Victoria, cap. 1; and the 26 and 27 Victoria, caps. 147, 191, and 203; and also the following Acts relating to the Manchester South Junction and Altrincham Railway Companies (*viz.*), 8th and 9th Victoria, cap. 111; 10 and 11 Victoria, cap. 73; 11 and 12 Victoria, cap. 58; 21 and 22 Victoria, cap. 136; and 26 and 27 Victoria, cap. 147; also the following Act relating to the Stockport Timperley and Altrincham Junction Railway Company (*viz.*), 24 and

25 Victoria, cap. 175, and any other Acts relating to those Companies.

And notice is hereby further given, that duplicate 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 palatine of Lancaster, at his office in Preston, and with the Clerk of the Peace for the county palatine of Chester, at his office in Chester; and that a copy of so much of the said plans and sections, and books of reference as relates to the several parishes in or through which the intended Railways and Works are proposed to be made, or in which the lands, houses, and property proposed to be taken are situated; and also 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 abode.

And notice is hereby further given, that printed copies of the 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 11th day of November, 1863.

Vaughan, Lingard, Vaughan and Lingard,
Manchester, Solicitors.

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

Haslingden and Rawtenstall Waterworks Company.

(Increase of Capital; Extension of Time for Completion of Works; New Works; Provisions for the Prevention of Waste; Amendment of Acts.)

NOTICE is hereby given, that it is intended to apply to Parliament in the ensuing session for an Act, authorising the Haslingden and Rawtenstall Waterworks Company to raise additional capital, by the creation and issue of additional shares or stock, and by borrowing on mortgage or bond, or by either of these methods, and to attach, if they think fit, to all or any of such new shares or stock a preference or priority in payment of dividend over existing shares or stock of the Company, or some of them, or to divide the same into several classes, with or without other privileges and advantages, to be authorised by the said intended Act.

Also to extend the time limited by the existing Acts relating to the Company, or some or one of them, for the completion of the works authorised thereby.

Also to authorise the said Company to make and maintain, with all necessary conveniences, a pipe, or conduit, or line of pipes, commencing by a junction with the existing main pipe or pipes of the Company, in the turnpike road leading from Burnley to Edenfield, at or near the northern extremity of a bridge situate in or near to Rawtenstall, in the said county of Lancaster, and called Rawtenstall Bridge, otherwise Tup Bridge, and terminating in the said turnpike road by a junction with the existing main pipe or pipes of the Company there near the southern extremity

of the said bridge, all being in the township of Lower Booths, in the parish of Whalley, in the county palatine of Lancaster.

And it is also proposed by the said intended Act to enable the Company to purchase or take, by compulsion, certain lands, houses, easements, and other hereditaments, for the purposes of the proposed Act.

Also to incorporate with the said intended Act all or some of the powers and provisions of "The Waterworks Clauses Acts, 1847 and 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Companies Clauses Consolidation Act, 1845;" and of "The Companies Clauses Act, 1863," respectively.

Also to make further and better provision for preventing the waste of water.

Also to vary and extinguish all rights and privileges which would interfere with the objects of the said Bill, and to confer other rights and privileges, and for the purposes and with the objects aforesaid, to alter or extend the powers and provisions of "The Haslingden and Rawtenstall Waterworks Act, 1853;" "The Haslingden and Rawtenstall Waterworks Act, 1856;" and "The Haslingden and Rawtenstall Waterworks Act, 1858," or some of them, and to amend the same Acts respectively, or some of them.

And notice is hereby further given, that on or before the 30th day of November, 1863, plans and sections, showing the direction, line, and levels of the proposed 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 be deposited with the Clerk of the Peace for the county palatine of Lancaster, at his office at Preston; and a copy of so much of such plans, sections, and book of reference as relates to each each of the townships, parishes, or extra-parochial places in which any such lands are situate, 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 such parish, at his residence, or in the case of any extra-parochial place, with the parish clerk of some adjoining parish.

And notice is also hereby 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 twelfth day of November, 1863.

Harper and Dodds, Solicitors, Bury.

Gregory, Rowcliffe, and Rowcliffe, Parliamentary Agents, 1, Bedford-row, London.

North-Eastern Railway. (Leeds Extension.)

(Powers to construct Branch Railways from Church Fenton to Micklefield, and at and near Leeds, and a General Station there; to use and acquire interests in the Leeds Central Railway Station and the Lines of approach thereto, and to make agreements with the Companies owning or using the same, and with the Midland Railway Company; to levy and alter Tolls; to become Joint Owners of the Methley Railway, and to enter into Agreements respecting it; Running Powers; Additional Capital; Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application will be made to Parliament in the next session, for an Act to enable the North-Eastern Railway

Company, hereinafter called "the Company," to make and maintain the railways following, with all proper stations, works, conveniences, and approaches connected therewith (that is to say):

First.—A railway, commencing in the township and parish of Church Fenton, otherwise Kirk Fenton, in the West Riding of the county of York, by a junction with the main line of the North-Eastern Railway, at the south side of the public road leading from Church Fenton to Barkston, where the same is crossed by the said main line on the level, and thence passing from, through, into, and in the several parishes, townships, and extra-parochial or other places following or some of them, that is to say: Church Fenton, otherwise Kirk Fenton, Little Fenton, Lennerton, Saxton, Saxton-cum-Scarthingwell, Barkston, Sherburn, Huddleston, Huddleston-cum-Lumby, Newthorpe, South Milford, and Micklefield, all in the said West Riding, and terminating in the township of Micklefield, and parish of Sherburn, in the said West Riding, by a junction with the Leeds and Selby line of the North-Eastern Railway, at a point about 240 yards eastwards of the centre of the bridge by which that line is carried over the Ferrybridge and Boroughbridge turnpike road, near the Micklefield Station, on the said line.

Secondly.—A railway, commencing in the township of Temple Newsam, and parish of Whitkirk, in the said West Riding, by a junction with the said Leeds and Selby line at a point about 484 yards south-west of the road leading from the Leeds and Selby turnpike road to Thornes Farm, where the same is crossed by the said line, and thence passing from, through, into, and in the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say: Halton, Whitkirk, Temple Newsam, Osmondthorpe, Hunslet, and Leeds, all in the said West Riding, and terminating in the township of Hunslet, and parish of Leeds, in the said Riding, by a junction with the Midland Railway at the point where the lines of that railway leading to the Hunslet-lane and Wellington Stations unite.

Thirdly.—A railway commencing in the township and parish of Leeds, in the said West Riding, by a junction with the southernmost rails of the said Leeds and Selby line, near the Marsh-lane Station thereon, and at or near the point where the bridge now in course of construction for carrying the footroad from Richmond-road to Cleveland-street is intended to cross those rails, and which point is about 12 yards west of the present footbridge over those rails, and terminating in the said township and parish of Leeds by a junction with the rails of the main line of railway, belonging to the Company, and the London and North-Western, the Lancashire and Yorkshire, and the Great Northern Railway Companies, leading into the Leeds Central Railway Station, and at a point distant about 220 yards in a north-easterly direction from the centre of the bridge by which the London and North-Western and Lancashire and Yorkshire Railways are carried over the River Aire; which said thirdly proposed railway will be wholly situate in the said township and parish of Leeds.

Fourthly.—A railway commencing in the said township and parish of Leeds by a junction with the thirdly proposed railway on the west side of King-street, at the point where the thirdly proposed railway is intended to cross that street, and which point is distant about 50 yards, measured in a northerly direction, from the centre of Wellington-street, and thence passing from, through, into, and in the townships of Leeds and Holbeck, and parish of Leeds afore-

said, and terminating in the said township of Holbeck, and parish of Leeds, by a junction with the Midland Railway, at a point distant about 110 yards south-west of the centre of the bridge by which that railway crosses the Leeds and Liverpool Canal, in the said township of Holbeck.

Fifthly.—A general station in Leeds, on the thirdly proposed railway, to be principally situate on the north side of and fronting Wellington-street, and extending back to and including the Infirmary or some part thereof, and extending in length from the present Central Railway Station in Leeds, on the south side of Wellington-street, to Albion-street, all in the township and parish of Leeds aforesaid.

And in such intended Act, powers will be sought to form the proposed junctions with the railways of the Midland Railway Company and the several railways leading into the Leeds Central Railway Station, and otherwise to interfere with those railways and the lands and works thereof respectively, and to deviate in constructing the proposed railways and other works from the lines and levels thereof laid down on the plans and sections thereof, to be deposited as hereinafter mentioned; also powers to cross on the level, or over, or under, and to divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, highways, streets, and other roads, rivers, streams, canals, navigations, railways, viaducts, tramroads, bridges, and other works within the said parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to pass across, or over, or under, or to divert, alter, or stop up for the purposes of the intended Act, or any of them, and to purchase, by compulsion or otherwise, all or any of the lands and houses situate in the several before-mentioned parishes, townships, extra-parochial and other places, and delineated on the plans to be deposited as hereinafter mentioned, and any other lands which may be required for the purposes of the said railways and works, or for extraordinary purposes connected therewith; and to alter, vary, or extinguish all existing rights, privileges, and exemptions connected with such lands and houses, or which would in any manner impede or interfere with those purposes or any of them, and to confer, vary, alter, or extinguish other rights, privileges, and exemptions; and also powers to levy tolls, rates, and duties for or in respect of the use of the said proposed railways and works, and to alter existing tolls, rates, and duties, and to confer, vary, or alter such exemptions from the payment of such existing and proposed tolls, rates, and duties as may be thought expedient.

And it is also proposed by the said intended Act to authorize and enable the Company and any other Company or persons lawfully using their railways, or any part thereof, to run, pass, and carry with and by their own or any other engines and carriages upon and over the several railways or parts of railways belonging to the London and North-Western, the Lancashire and Yorkshire, and the Great Northern Railway Companies and the Company, or some of them, and leading to or immediately connected with the Leeds Central Railway Station, and to use that station, and the station yards, booking offices, warehouses, watering places, water, sidings, platforms, conveniences, and accommodations of, or belonging to, or used, or connected therewith, for the carriage of passengers, animals, goods, and other traffic, and otherwise as may be provided by the said intended Act, upon and subject to such rules and regulations, and upon payment of such rates, tolls, and charges, and generally upon such terms

and conditions as may be agreed upon between the Company and the before-mentioned Companies respectively, to whom such railways, station, and other works belong, and the Leeds, Bradford, and Halifax Junction and West Yorkshire Railway Companies, and any other Companies who have power to run over or use any of the said railways, or to use the said Central Station, the said several Companies so owning and using being hereinafter called "the other Companies," or in case of disagreement or of refusal to treat on the part of any of the other Companies, as shall be settled by compulsory arbitration on the application of the Company or otherwise, or as may be fixed and determined in and by the said intended Act, and to grant and secure all necessary facilities for the passage and transmission of such passengers, goods, animals, and other traffic from, and to, and over the railways and station aforesaid to and from the railways of the Company, and the said intended railways, or any of them, and to enable the Company and any other Company or persons aforesaid to charge and take tolls, rates, and duties in respect of the conveyance of such passengers, goods, animals, and other traffic, and to confer exemptions from such tolls, rates, and duties, and to confer, vary, and extinguish other rights, privileges, and exemptions.

And to enable the Company and the other Companies, and the Midland Railway Company, or any or either of them, to enter into and make agreements and arrangements as to interchange and transmission of traffic between and by their respective railways, and also with respect to the use of the whole or any part of their respective undertakings, and the working, management, maintenance, and use of the said intended railways or any part thereof, and the said general station, and particularly as to the use by the Company of the railways so to be run over as aforesaid, or any part thereof, and the said Leeds Central Railway Station, and also so much of the railway of the Midland Railway Company as is situate between the point of junction therewith of the secondly proposed railway and the Wellington Station, and that station, and the station yards, sidings, booking and other offices, works, buildings, watering places, water, conveniences and accommodation of, or belonging to, or connected therewith respectively: and also with respect to the use by the other Companies and the Midland Railway Company, or any or either of them, of the said intended railways and general station, and the railways of the Company, or any of them, and the stations, station yards, sidings, booking and other offices, works, buildings, watering places, water, conveniences, and accommodations of, or belonging to, or used therewith respectively, upon such terms and conditions, and upon payment of such tolls, rates, or charges, or for such other consideration, either annual or in gross, as may be agreed upon between the Company and the other Companies and the Midland Railway Company, or any or either of them, and to confirm any agreement already made, or which, prior to the passing of the Bill, may be made, as to any of the matters aforesaid.

And it is also proposed by the said intended Act to enable the Company to acquire, purchase, or rent the sole ownership or tenancy of such portion as they may require of the Leeds Central Railway Station, and the lines of railway leading thereto or connected therewith, and belonging jointly or severally to the London and North-Western, the Lancashire and Yorkshire, and the Great Northern Railway Companies, (hereinafter called the three Companies), and the Company,

and to enable all or any of the said three Companies to sell, dispose of, or lease to the Company such portion of the said station and lines of railway as aforesaid, and to enable the Leeds, Bradford, and Halifax Junction, and the West Yorkshire Railway Companies, or either of them, to sell and dispose of, lease or surrender, any rights, powers, and privileges, whether statutable or under agreement, which they may now possess, exercise, and enjoy in the aforesaid portion of station and lines.

And it is also proposed by the said intended Act to vest in the Company jointly with the West Yorkshire Railway Company, or jointly with that Company and the Lancashire and Yorkshire Railway Company, the powers granted by "The West Yorkshire Railway Act, 1863," for the construction, maintenance, and management of the railway in that Act called "The Methley Railway," and the works connected therewith; and to enable the Company to become joint owners with the West Yorkshire Railway Company, or with that Company and the Lancashire and Yorkshire Railway Company, on equal terms (unless otherwise agreed or provided for in or under the provisions of the intended Act) of the Methley Railway and works; and to execute jointly with the West Yorkshire Railway Company, or with that Company and the Lancashire and Yorkshire Railway Company, the said powers, including the levying and receiving by the said Companies, jointly or severally, of tolls, rates, and charges in respect of the Methley Railway, and works; and if need be to vary the rates, tolls, and charges authorized by the last-mentioned Act in respect of the Methley Railway and works; and to levy other tolls, rates, and charges in lieu thereof. And also to enable the Company and the Lancashire and Yorkshire Railway Company and the West Yorkshire Railway Company; or any or either of them, from time to time to enter into and carry into effect contracts, agreements, and arrangements with respect to the construction, working, management, maintenance, and use of the Methley Railway, and the whole or any part or parts of their respective undertakings; the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic thereon, and the management and regulation of such traffic; the payments to be made and the conditions to be performed with respect to such, construction, working, management, maintenance, and use, the receipt, interchange, accommodation, conveyance, forwarding, and delivery of traffic coming from or destined for their respective undertakings; and the fixing, collection, division, and appropriation of the tolls, rates, charges, and income arising from the traffic aforesaid. And the said intended Act will also contain provisions authorizing the appointment of joint committees, or boards of directors, for carrying into effect the objects aforesaid, or any of them with reference to the Methley Railway; and repealing, altering, varying, extending, and enlarging some of the powers and provisions of "The West Yorkshire Railway Act, 1863."

And it is also proposed by such intended Act to authorise the Company to apply any of their existing funds, and to raise by the creation of new shares or stock, and by borrowing further sums of money for the purposes of the said intended Act, and to authorize the assigning to all or 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 over, or *pari passu*, with all or any other classes or class of shares or stock in the Company as may be agreed upon, or

as may be provided by or under the provisions of such intended Act.

And it is also proposed by the said intended Act to confer further powers upon the Company for or with reference to the sale of their superfluous lands, and to extend the periods limited by their several Acts, or some of them, for that purpose.

And it is intended by the said Act to repeal the powers of the Company to make bye-laws under the provisions and powers of the several existing Acts of Parliament now in force relating to the railways belonging to the Company, and to enable the Company to make bye-laws and regulations for the better and more efficient working and management of the whole of the lines of railway, stations, and works belonging or leased to or vested in them, with power to alter, vary, and amend such bye-laws, and to impose penalties for the breach or non-observance thereof, and to authorize the recovery of such penalties.

And notice is hereby further given, that on or before the 30th day of November instant, duplicate plans and sections of the said proposed railways and works, together with a book of reference to such plans and a published map, whereon will be defined the general course and direction of each of the said proposed lines of railway, 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 West Riding of the county of York, at his office at Wakefield, in the said West Riding; and that on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said proposed railways and works are intended to be made, and also a copy of this notice as published in the *London Gazette*, will be deposited with the parish clerk of each such parish at his place of abode, and as regards any extra-parochial place, with the clerk of some adjoining parish, at his place of abode.

And it is intended to incorporate in the said Bill, and make applicable to the purposes thereof, all or some of the powers and provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863;" and any other powers which may be deemed necessary for effecting the objects aforesaid.

And it is also proposed by the said intended Act to repeal, alter, amend, extend, and enlarge all or some of the powers and provisions of the several local and personal Acts of Parliament following (that is to say):—6th Wm. IV, cap. 81; 1st Vic., cap. 68; 4th Vic., cap. 7; 5th Vic., session 2, cap. 80; 6th Vic., cap. 8; 7th Vic., caps. 21 and 27; 7th and 8th Vic., cap. 61; 8th and 9th Vic., caps. 34, 57, 58, 84, 92, 104, and 163; 9th Vic., caps. 58, 59, 65, and 66; 9th and 10th Vic., caps. 77, 89, 95, 96, 149, 153, 154, 164, 207, 235, 241, 242, 247, 264, and 330; 10th and 11th Vic., caps. 117, 133, 134, 140, 141, 210, 216, 218, and 219; 11th and 12th Vic., caps. 24, 55, 56, 57, 68, 71, and 81; 12th and 13th Vic., caps. 27, 58, and 60; 13th and 14th Vic., caps. 38 and 53; 14th Vic., cap. 39; 14th and 15th Vic., caps. 47, 84, and 85; 15th Vic., caps. 36, 37, 57, 96, and 114; 15th and 16th Vic., cap. 127; 16th and 17th Vic., caps. 109 and 136; 17th Vic., cap. 73; 17th and 18th Vic., caps. 164 and 211; 20th and

21st Vic., caps. 19, 33, and 46; 21st and 22nd Vic., cap. 134; 22nd and 23rd Vic., caps. 10, 91, and 100; 24th and 25th Vic., caps. 135 and 141; 25th and 26th Vic., caps. 85, 120, 145, 146, and 154; and 26th and 27th Vic., caps. 122, 221, and 238, and the several Acts in such Acts respectively, or any of them, recited or referred to, relating to the Company, or to any railway now belonging to or held or used by them:—8th and 9th Vic., caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9th Vic., cap. 67; 9th and 10th Vic., caps. 89, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10th and 11th Vic., caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11th and 12th Vic., caps. 58, 60, and 130; 12th and 13th Vic., cap. 74; 13th and 14th Vic., cap. 36; 14th Vic., cap. 28; 14th and 15th Vic., cap. 94; 15th Vic., caps. 98 and 105; 16th and 17th Vic., caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17th and 18th Vic., caps. 201 and 204; 18th and 19th Vic., caps. 172 and 194; 19th and 20th Vic., caps. 52, 69, and 123; 20th and 21st Vic., caps. 64, 98, and 108; 21st and 22nd Vic., caps. 130 and 131; 22nd and 23rd Vic., caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23rd and 24th Vic., caps. 77 and 79; 24th and 25th Vic., caps. 66, 110, 123, 128, 130, 208, and 228; 25th and 26th Vic., caps. 55, 66, 78, 98, 104, 113, 148, 171, 176, 194, 198, 200, 208, and 209; and 26th and 27th Vic., caps. 5, 152, 177, and 217; and any other Acts relating to the London and North-Western Railway Company or their undertakings: 1st and 2nd Wm. IV., cap. 60; 2nd Wm. IV., cap. 69; 5th Wm. IV., cap. 30; 6th and 7th Wm. IV., cap. 111; 7th Wm. IV., cap. 24; 1st Vic., cap. 25; 2nd and 3rd Vic., cap. 55; 4th Vic., cap. 25; 7th Vic., caps. 16 and 34; 7th and 8th Vic., caps. 60 and 82; 8th and 9th Vic., caps. 35, 39, 44, 54, 101, 103, 109, 166, 171, and 172; 9th and 10th Vic., caps. 185, 212, 231, 265, 266, 271, 276, 277, 282, 302, 306, 310, 312, 354, 378, 381, and 390; 10th and 11th Vic., caps. 103, 105, 163, 164, 166, 221, 240, 288, and 289; 11th and 12th Vic., caps. 71 and 115; 12th and 13th Vic., caps. 50, 71, and 74; 13th and 14th Vic., caps. 83, 95, and 99; 14th and 15th Vic., caps. 46, 56, and 89; 15th Vic., cap. 96; 15th and 16th Vic., cap. 132; 16th and 17th Vic., caps. 163 and 211; 17th Vic., caps. 58 and 59; 17th and 18th Vic., cap. 117; 21st and 22nd Vic., caps. 106 and 143; 22nd and 23rd Vic., caps. 110 and 129; 24th and 25th Vic., caps. 34, 36, 37, 50, and 101; 25th and 26th Vic., cap. 97; and 26th and 27th Vic., cap. 5; and any other Acts relating to the Lancashire and Yorkshire Railway Company or their undertakings; 9th and 10th Vic., caps. 71 and 88; 10th and 11th Vic., caps. 113, 125, 143, 146, 148, 272, 286, and 287; 11th and 12th Vic., caps. 62, 71, and 114; 12th and 13th Vic., cap. 84; 13th and 14th Vic., cap. 61; 14th and 15th Vic., caps. 45 and 114; 16th and 17th Vic., cap. 60; 18th and 19th Vic., cap. 124; 20th and 21st Vic., cap. 138; 21st and 22nd Vic., cap. 113; 22nd Vic., cap. 35; 23rd and 24th Vic., cap. 163; 24th and 25th Vic., cap. 70; 25th and 26th Vic., caps. 1, 46, and 86; and 26th and 27th Vic., caps. 147 and 191; and any other Acts relating to the Great Northern Railway Company or their undertakings; 17th and 18th Vic., cap. 160; 22nd and 23rd Vic., cap. 71; 24th and 25th Vic., cap. 28; 25th and 26th Vic., cap. 63; and 26th and 27th Vic., cap. 167; and any other Acts relating to the West Yorkshire Railway Company; 15th and 16th Vic., cap. 113; 16th and 17th Vic., cap. 111; 17th and 18th Vic., cap. 162; 18th and 19th Vic., cap. 13; 22nd and 23rd

Vic., cap. 111; 24th and 25th Vic., cap. 60; and 25th and 26th Vic., cap. 92; and any other Acts relating to the Leeds, Bradford, and Halifax Junction Railway Company; "The Leeds Central Railway Station Act, 1848;" and any other Acts relating to the Leeds Central Railway Station and the railways immediately leading to or connected therewith; or the Companies owning or interested in the same; 7th and 8th Vic., caps. 18 and 59; 8th and 9th Vic., caps. 38, 49, 56, 90, and 161; 9th and 10th Vic., caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10th and 11th Vic., caps. 122, 135, 150, 191, 214, 215, and 270; 11th and 12th Vic., caps. 21, 88, and 131; 14th and 15th Vic., caps. 57, 88, and 113; 16th Vic., cap. 33; 16th and 17th Vic., cap. 108; 19th and 20th Vic., cap. 54; 22nd and 23rd Vic., caps. 40, 130, and 136; 23rd and 24th Vic., caps. 52, 65, 66, 67, 72, and 91; 24th and 25th Vic., caps. 57, 106, and 139; 25th and 26th Vic., caps. 81, 90, 91, and 173; and 26th and 27th Vic., caps. 74, 182, and 183; and any other Acts relating to the Midland Railway Company; 16th and 17th Vic., cap. 45; and 26th and 27th Vic., cap. 15; relating to the Leeds Gas Light Company; 25th and 26th Vic., cap. 28; and the several Acts therein recited, relating to the Leeds New Gas Company; 10th and 11th Vic., cap. 262; 15th and 16th Vic., cap. 102; 19th and 20th Vic., cap. 80; 25th and 26th Vic., cap. 52, relating to the Leeds Waterworks Company; 28th Geo. II., cap. 41; 43rd Geo. III., cap. 12; 49th Geo. III., cap. 122; 55th Geo. III., cap. 42; 5th Geo. IV., cap. 124; 2nd and 3rd Vic., cap. 17; 5th and 6th Vic., cap. 103 (session 1) and cap. 104; 11th and 12th Vic., cap. 102; 19th and 20th Vic., cap. 115; and 23rd and 24th Vic., cap. 132, relating to the town and borough of Leeds.

And particularly to alter and repeal all or any of the provisions of the said Acts, or any of them, which are now in force, for the protection of the owner, lessee, or occupier of any property to be affected by the said Bill, or for the protection or benefit of any public trustees, or commissioners, corporation, or person specifically named in such provision, which it may be necessary to alter or repeal for any of the purposes of the said Bill, and to make other provision in lieu of the powers and provisions so repealed, altered, or amended; and also, if need be, to alter or vary the tolls, rates, and charges authorized to be taken by or under any of the said Acts, and to grant exemptions from such tolls, rates, and charges, and other rights, privileges, and exemptions.

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

Dated this 12th day of November, 1863.

Richardson, Gutch, and Co., Solicitors,
York.

North-Eastern Railway.

(Power to construct Branch Railways at Bishop Auckland, Darlington, and Daere; To stop up Footpaths, and construct a new Highway at Bishop Auckland; To construct Road and Bridge at Salbourn; To alter the Levels of Turnpike Road at Darlington; Additional Capital; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application will be made to Parliament in the next session, for an Act to enable the North-Eastern Railway Company, hereinafter called "the Com-

pany," to make and maintain the railways following, with all proper stations, works, conveniences, and approaches connected therewith (that is to say):—

First.—A railway commencing in the township of Bishop Auckland, otherwise Bondgate in Auckland, and parish of St. Andrew Auckland, in the county of Durham, by a junction with the Bishop Auckland branch of the North-Eastern Railway, at the south end of the bridge by which that branch is carried over the occupation road leading into Newgate-street, and which is opposite to South Church-lane, in Bishop Auckland, and thence passing from, through, into, and in the townships of Bishop Auckland, otherwise Bondgate in Auckland, and Pollards Lands, and parish of St. Andrew Auckland, and terminating in the said township of Bishop Auckland, otherwise Bondgate in Auckland, and parish of St. Andrew Auckland, in the said county of Durham, by a junction with the Stockton and Darlington line of the North-Eastern Railway at a point about 60 yards east of the bridge by which the turnpike road from Barnard Castle to Bishop Auckland is carried over that line.

Secondly.—A railway commencing by a junction with the said firstly proposed railway, in a field called South Lammy Lands belonging to and in the occupation of James Thompson, at a point about 100 yards north of the south fence of the said field, and about 12 yards west of the fence on the eastern side of the said field, and terminating by a junction with the Stockton and Darlington line at a point about 8 yards west of the first signal cabin on that line west of the Bishop Auckland station, which said secondly proposed railway will be wholly situate in the said township of Bishop Auckland, otherwise Bondgate in Auckland, and parish of St. Andrew Auckland, in the county of Durham.

Thirdly.—A railway commencing from and out of and by a junction with the Stockton and Darlington line, in the township of Whessoe and parish of Haughton-le-Skerne, at a point distant 990 yards or thereabouts southwards of the point where Burtree-lane crosses the Stockton and Darlington line, and thence passing from, through, into, and in the same township, and the townships of Cockerton and Darlington, both in the parish of Darlington, and the township and parish of Haughton-le-Skerne, and terminating by a junction with the said Stockton and Darlington line, at a point in the said township and parish of Haughton-le-Skerne, distant 352 yards or thereabouts eastward of the point where Lingfield-lane crosses that line, all in the county of Durham.

Fourthly.—A railway commencing in the township of Stainton and parish of Dacre, in the county of Cumberland, by a junction with the Lancaster and Carlisle Railway, at or near the north end of the viaduct carrying that railway over the river Bamont, and terminating in the said township of Stainton and parish of Dacre, by a junction with the Cockermouth, Keswick, and Penrith Railway, at the east end of the bridge carrying that railway over the public road leading from the village of Stainton towards Redgill, and in or near to a field now or lately belonging to Thomas Scott, Esquire, and in the occupation of Thomas Preston, which said fourthly proposed railway will be wholly situate in the said township of Stainton and parish of Dacre, in the county of Cumberland.

And in such intended Act powers will be sought to stop up and discontinue the public footpath in the said township of Bishop Auckland, otherwise Bondgate in Auckland, and parish of St. Andrew Auckland, commencing in Etherley-lane, near to

the point where that lane is carried over the Stockton and Darlington line by a bridge, and leading thence to South-road, in Bishop Auckland, and crossing the said Bishop Auckland branch on the level. And also the footpath in the said township and parish leading from the last-mentioned footpath to and crossing over the Stockton and Darlington line on the level at a point about 66 yards west of the first signal cabin on that line west of the Bishop Auckland station; and in lieu of such footpaths, to enable the Company to construct a new highway, commencing by a junction with Etherley-lane aforesaid, at a point distant about 40 yards in a south-westerly direction from the last-mentioned bridge, and terminating by a junction with the said turnpike road from Barnard Castle to Bishop Auckland, near to the southern end of the bridge by which that road is carried over the Stockton and Darlington line, which said intended new highway will be wholly situate in the said township of Bishop Auckland, otherwise Bondgate in Auckland, and parish of St. Andrew Auckland, in the county of Durham.

And also to enable the Company to alter the line and levels of the turnpike road leading from Darlington to Stockton-on-Tees, from a point distant about 210 yards south-west of the point where the Stockton and Darlington line crosses the said turnpike road to a point distant about 110 yards north-east of such crossing, all in the township and parish of Darlington, in the said county of Durham; and to carry the said turnpike road under the said Stockton and Darlington line, instead of on the level thereof, and to permanently stop up and discontinue as a turnpike road so much of the said road as at present crosses the said line on the level, and as will be rendered unnecessary by the proposed alteration, and to execute all necessary works for effectually draining the said road.

And also to enable the Company to construct and maintain, as an approach to their railway station at Saltburn, a road commencing in the township and parish of Marske, in the North Riding of the county of York, at the eastern side of the road or highway leading from Marske to Saltburn-by-the-Sea, and to the shore of the German Ocean there, at a point distant about 70 yards northwards of the north side of the Zetland Hotel, and thence proceeding through the said township and parish, crossing Skelton Beck by means of a bridge, and passing through the township and parish of Skelton in the said North Riding, and terminating in the last-mentioned township and parish, on the western side of the highway leading from Skelton to Saltburn-by-the-Sea, at a point distant about 140 yards northwards of a certain house called Bank Top, belonging to John Thomas Wharton, Esq. And also to enable the Company to construct and maintain, as a portion and on the line of the last-mentioned proposed road, a bridge across the said Skelton Beck, at a point distant about 100 yards southwards from the junction of Millholm with Skelton Beck aforesaid, with proper approaches thereto on the east and west sides of the said Skelton Beck; which said proposed bridge and approaches will be situate within the said townships and parishes of Marske and Skelton, in the said North Riding.

And also to authorize the dedication of the last-mentioned new road and the proposed new highway in the township of Bishop Auckland, otherwise Bondgate in Auckland, or either of those roads to the public, to be thereafter maintained and kept in repair by and out of the highway rates of the respective townships in which

such new road and highway will be situate; and to authorize the raising and application of such rates to the maintenance and repair of the said new road and highway accordingly.

And in such intended Act powers will be sought to form the proposed junctions with the Lancaster and Carlisle Railway, and the Cocker-mouth, Keswick, and Penrith Railway, and otherwise to interfere with those railways, and the lands and works thereof respectively, and to deviate in constructing the proposed railways and other works from the lines and levels laid down on the plans and sections thereof, to be deposited as hereinafter mentioned; also powers to cross on the level, or over, or under, and to divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, highways, streets, and other roads, rivers, streams, canals, navigations, railways, tramroads, and other works within the said parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to pass across, or over, or under, or to divert, alter, or stop up for the purposes of the intended Act, or any of them, and to purchase, by compulsion or otherwise, lands and houses for those purposes, or any of them, and to alter, vary, or extinguish all existing rights, privileges, and exemptions connected with such lands and houses, or which would in any manner impede or interfere with those purposes, or any of them, and to confer, vary, alter, or extinguish other rights, privileges, and exemptions, and also powers to levy tolls, rates, and duties, for or in respect of the use of the said proposed railways, and the said bridge and the approaches thereto, and works, and to alter existing tolls, rates, and duties, and to confer, vary, or alter such exemptions from the payment of such existing and proposed tolls, rates, and duties as may be thought expedient.

And it is also proposed by such intended Act to authorize the Company to apply any of their existing funds, and to raise by the creation of new shares or stock, and by borrowing further sums of money for the purposes of the said intended Act, and to authorize the assigning to all or 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, over or pari passu with all or any other classes or class of shares or stock in the Company, as may be agreed upon, or as may be provided by or under the provisions of such intended Act.

And it is also proposed by the said intended Act to confer further powers upon the Company for or with reference to the sale of their superfluous lands, and to extend the periods limited by their several Acts, or some of them, for that purpose.

And it is also proposed by the said intended Act to repeal some of the obligations imposed upon the Stockton and Darlington and Newcastle and Carlisle Union Railway Company by "The Stockton and Darlington and Newcastle and Carlisle Union Railway Act, 1856," and to amend and extend section 30 of "The North-Eastern Railway Company's (Conside Branch) Act, 1862," and to authorize the Lords Commissioners of Her Majesty's Treasury to cancel the bond given by the Stockton and Darlington and Newcastle and Carlisle Union Railway Company and their sureties, in pursuance of the 26th section of the first-mentioned Act, without further proof than the production of the said intended Act, the greater portion of the railway to which the said bond refers having been abandoned under the said section 30 of the second mentioned Act.

And it is intended by the said Act to repeal the powers of the Company to make bye-laws under the provisions and powers of the several existing Acts of Parliament now in force relating to the railways belonging to the Company, and to enable the Company to make bye-laws and regulations for the better and more efficient working and management of the whole of the lines of railway, stations, and works belonging or leased to or vested in them, with power to alter, vary, and amend such bye-laws, and to impose penalties for the breach or non-observance thereof, and to authorise the recovery of such penalties.

And notice is hereby further given, that on or before the 30th day of November instant, duplicate plans and sections of each of the said proposed railways, roads, alteration of road, bridge, and works, together with a book of reference to such plans, and a published map, whereon will be defined the general course and direction of the said proposed lines of railway, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerks of the Peace following, that is to say: as regards the first, secondly, and thirdly proposed railways, and the proposed new highway at Bishop Auckland, and alteration of turnpike road in the parish of Darlington, with the Clerk of the Peace for the county of Durham, at his office, in the city of Durham; as regards the fourthly proposed railway with the Clerk of the Peace for the county of Cumberland, at his office in Carlisle, in the same county; and as regards the proposed road and bridge in the North Riding of the county of York, with the Clerk of the Peace for the said North Riding, at his office at Northallerton, in the same Riding; and that on or before the said 30th day of November instant a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said proposed railways, roads, bridge, and works are intended to be made, and also a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of each such parish at his place of abode and as regards any extra-parochial place with the clerk of some adjoining parish, at his place of abode.

And it is intended to incorporate in the said Bill, and make applicable to the purposes thereof, all or some of the powers and provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863;" and any other powers which may be deemed necessary for effecting the objects aforesaid.

And it is also proposed by the said intended Act to repeal, alter, amend, extend, and enlarge all or some of the powers and provisions of the several local and personal Acts of Parliament following, that is to say: 6 William IV, cap. 81; 1 Vic., cap. 68; 4 Vic., cap. 7; 5 Vic., sess. 2, cap. 80; 6 Vic., cap. 8; 7 Vic., caps. 21 and 27; 7 and 8 Vic., cap. 61; 8 and 9 Vic., caps. 34, 57, 58, 84, 92, 104, and 163; 9 Vic., caps. 58, 59, 65, and 66; 9 and 10 Vic., caps. 77, 89, 95, 96, 149, 153, 154, 164, 207, 235, 241, 242, 247, 264, and 330; 10 and 11 Vic., caps. 117, 133, 134, 140, 141, 210, 216, 218, and 219; 11 and 12 Vic., caps. 24, 55, 56, 57, 68, 71, and 81; 12 and 13 Vic., caps. 27, 58, and 60; 13 and 14 Vic., caps. 38 and 53; 14 Vic., cap. 39; 14 and 15 Vic., caps. 47, 84, and 85; 15 Vic., caps. 36, 37, 57, 96, and 114; 15 and 16 Vic., cap. 127; 16 and

17 Vic., caps. 109 and 186; 17 Vic., cap. 73; 17 and 18 Vic., caps. 164 and 211; 20 and 21 Vic., caps. 19, 33, and 46; 21 and 22 Vic., caps. 116 and 134; 22 and 23 Vic., caps. 19, 91, and 100; 24 and 25 Vic., caps. 135 and 141; 25 and 26 Vic., caps. 85, 120, 145, 146, and 154; and 26 and 27 Vic., caps. 122, 221, and 238; and the several Acts in such Acts respectively, or any of them, recited or referred to, relating to the Company, or to any railway now belonging to or held or used by them; and "The Stockton and Darlington and Newcastle and Carlisle Union Railway Act, 1856."

And particularly to alter and repeal all or any of the provisions of the said Acts, or any of them, which are now in force, for the protection of the owner, lessee, or occupier of any property to be affected by the said Bill, or for the protection or benefit of any public trustees, or commissioners, corporation, or person specifically named in such provision, which it may be necessary to alter or repeal for any of the purposes of the said Bill, and to make other provision in lieu of the powers and provisions so repealed, altered, or amended; and also, if need be, to alter or vary the tolls, rates, and charges authorized to be taken by or under any of the said Acts, and to grant exemptions from such tolls, rates, and charges, and other rights, privileges, and exemptions.

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

Dated this 12th day of November, 1863.

North-Eastern, Lancashire and Yorkshire, and West Yorkshire Railway Companies.

(Powers to become Joint Owners of the Methley Railway, and to enter into Agreements; Additional Capital; Amendment of Acts, and other Purposes.)

NOTICE is hereby given, that application will be made to Parliament, in the next session, for an Act to vest in the North-Eastern Railway Company and the Lancashire and Yorkshire Railway Company (herein called the two Companies), or either of those Companies, jointly with the West Yorkshire Railway Company, the powers granted by "The West Yorkshire Railway Act, 1863," for the construction, maintenance, and management of the railway in the said Act, called "The Methley Railway," and the works connected therewith, and to enable the two Companies, or either of them, to become joint owners with the West Yorkshire Railway Company, on equal terms, of the said railway and works, and to execute jointly with the West Yorkshire Railway Company, the said powers, including the levying and receiving by the three Companies, jointly or severally, of tolls, rates, and charges in respect of the said railway and works; and, if need be, to vary the rates, tolls, and charges authorised by the said Act in respect of the said railway and works, and to levy other rates, tolls, and charges in lieu thereof; and also to enable the two Companies and the West Yorkshire Railway Company, or any or either of those Companies, from time to time, to enter into, and carry into effect, contracts, agreements, and arrangements with respect to the working, management, maintenance, and use of the Methley railway, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic thereon, and the management and regulation of such traffic, the payments to be made and the conditions to be performed with respect to such working, management, maintenance, and use, the

receipt, interchange, accommodation, conveyance, forwarding, and delivery of traffic coming from or destined for the Methley railway, and the fixing, collection, division, and appropriation of the tolls, rates, charges, and income arising from the traffic aforesaid.

And the said intended Act will also contain provisions authorising the appointment of joint committees or boards of directors for carrying into effect the objects aforesaid, or any of them.

And it is also proposed by such intended Act to authorise the two Companies, or either of them, to apply any of their existing funds, and to raise, by the creation of new shares or stock, and by borrowing, further sums of money for the purposes of the said intended Act, and to authorise the assigning to all or 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, over or pari passu with all or any other classes or class of shares or stock in those Companies, or either of them, as may be agreed upon, or as may be provided by or under the provisions of such intended Act.

And it is also proposed by the said intended Act to repeal, alter, amend, extend, and enlarge all or some of the powers and provisions of the several local and personal Acts of Parliament following (that is to say), 6 William 4, cap. 81; 1 Vic., cap. 68; 4 Vic., cap. 7; 5 Vic., session 2, cap. 86; 6 Vic., cap. 8; 7 Vic., caps. 21 and 27; 7 and 8 Vic., cap. 61; 8 and 9 Vic., caps. 34, 57, 58, 84, 92, 104, and 163; 9 Vic., caps. 58, 59, 65, and 66; 9 and 10 Vic., caps. 77, 89, 95, 96, 149, 153, 154, 164, 207, 235, 241, 242, 247, 264, and 330; 10 and 11 Vic., caps. 117, 133, 134, 140, 141, 210, 216, 218, and 219; 11 and 12 Vic., caps. 24, 55, 56, 57, 68, 71, and 81; 12 and 13 Vic., caps. 27, 58, and 60; 13 and 14 Vic., caps. 38 and 53; 14 Vic., cap. 39; 14 and 15 Vic., caps. 47, 84, and 85; 15 Vic., caps. 36, 37, 57, 96, and 114; 15 and 16 Vic., cap. 127; 16 and 17 Vic., caps. 109 and 136; 17 Vic., cap. 73; 17 and 18 Vic., caps. 164 and 211; 20 and 21 Vic., caps. 19, 33, and 46; 21 and 22 Vic., cap. 134; 22 and 23 Vic., caps. 10, 91, and 100; 24 and 25 Vic., caps. 135 and 141; 25 and 26 Vic., caps. 85, 120, 145, 146, and 154; and 26 and 27 Vic., caps. 122, 221, and 238; and the several Acts in such Acts respectively, or any of them recited or referred to, relating to the North-Eastern Railway Company; 1 and 2 William 4, cap. 60; 2 William 4, cap. 69; 5 William 4, cap. 30; 6 and 7 William 4, cap. 111; 7 William 4, cap. 24; 1 Vic., cap. 25; 2 and 3 Vic., cap. 55; 4 Vic., cap. 25; 7 Vic., caps. 16 and 34; 7 and 8 Vic., caps. 60 and 82; 8 and 9 Vic., caps. 35, 39, 44, 54, 101, 103, 109, 166, 171, and 172; 9 and 10 Vic., caps. 185, 212, 231, 265, 266, 271, 276, 277, 282, 302, 306, 310, 312, 354, 378, 381, and 390; 10 and 11 Vic., caps. 103, 105, 163, 164, 166, 221, 240, 288, and 289; 11 and 12 Vic., caps. 71 and 115; 12 and 13 Vic., caps. 50, 71, and 74; 13 and 14 Vic., caps. 83, 95, and 99; 14 and 15 Vic., caps. 46, 56, and 89; 15 Vic., cap. 96; 15 and 16 Vic., cap. 132; 16 and 17 Vic., caps. 163 and 211; 17 Vic., caps. 58 and 59; 17 and 18 Vic., cap. 117; 21 and 22 Vic., caps. 106 and 143; 22 and 23 Vic., caps. 110 and 129; 24 and 25 Vic., caps. 34, 36, 37, 50, and 101; 25 and 26 Vic., cap. 97; and 26 and 27 Vic., cap. 5; and any Acts therein recited or referred to relating to the Lancashire and Yorkshire Railway Company; and "The Bradford, Wakefield, and Leeds Railway Act, 1854;" "The Bradford, Wakefield, and Leeds Railway Act, 1859;" "The Bradford, Wakefield, and Leeds Railway Act, 1860;" "The Bradford, Wakefield, and Leeds Railway Act, 1861;" "The Bradford, Wakefield, and Leeds Railway

Amendment Act, 1862," and "The West Yorkshire Railway Act, 1863," and any Acts therein recited or referred to relating to the West Yorkshire Railway Company, and to make other provisions in lieu of the powers and provisions so repealed, altered, or amended.

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

Dated this 10th day of November, 1863.

Richardson, Gutch, and Co., York;
R. A. and J. Grundy and Co., Manchester;
Solicitors for the Bill.

Ilfracombe Railway.

Incorporation of Company—Construction of a Railway and Tramways—Power to the London and South Western Railway Company to subscribe and enter into Working Arrangements—Amendment of Acts, and other purposes.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act to incorporate a Company (hereinafter called "the Company"), and to enable the Company to make and maintain the Railway and Tramways hereinafter mentioned, together with all necessary and convenient stations, approaches, bridges, roads, communications, and other works connected therewith respectively, and to confer upon the Company all necessary powers for effecting the objects hereinafter mentioned, or some of them, that is to say:—

A Railway commencing in the Parish of Bishop's Tawton, in the County of Devon, by a junction with the North Devon Railway, at a point thereon situate at the distance of 200 yards of thereabouts (measured along that line of Railway), to the southward of the southern end of the bridge carrying the North Devon Railway over the River Taw, near Pill Farm, and terminating in the parish of Ilfracombe, in the county of Devon, in ground belonging to Mrs. Catherine Copner, and in her occupation, and situate between and near the Junction of the Turnpike Road leading from Ilfracombe, by Bittadon, to Barnstaple, and the public highway leading from Ilfracombe to Helé and Berry Narbor, and which railway will be made in, and pass through or into, the parishes, and extra-parochial or other places following, or some of them, that is to say: Bishops Tawton, Tawstock, Barnstaple, Goodleigh, Pilton, Ashford, Marwood, Sherwill, Bittadon, East Down, West Down, Berry Narbor, Combe Martin, and Ilfracombe, in the county of Devon.

Also a Tramway, No. 1, wholly in the parish of Ilfracombe, in the county of Devon, commencing by a junction with the intended new Railway, in a field called Bromhill, belonging to Mr. Jabez Crookes and others, and occupied by John Robins, abutting north on the last-mentioned highway, and south upon Chambercombe Lane, and terminating in land called Shear Close, belonging to Sir Bouchier Palk Wrey, Bart., and in the occupation of James Camp, abutting on the Harbour of Ilfracombe, and situate about four chains north-westward of the Limekiln at Lathstone Cove.

Also a Tramway, No. 2, wholly in the parish of Ilfracombe, in the county of Devon, commencing by a junction with Tramway No. 1, at the terminus thereof, hereinbefore described, and terminating on the public Quay of Ilfracombe Harbour, near the north-eastern corner of the Britannia Hotel.

To enable the Company to cross, stop up, alter, or divert, whether temporarily or permanently, all turnpike and other roads and highways, footways, 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 cross, stop up, alter, or divert, by reason or for the purposes of the intended Railway, Tramways, and Works, or any of them, or of the intended Act.

To levy tolls, rates, and duties, upon and in respect of the intended Railway, Tramways, and Works, and to grant exemption from the payment of tolls, rates, and duties.

To enable the Company to purchase lands and houses, by compulsion or agreement, for the purposes of the Railway, Tramways and Works, or of the intended Act, and to vary, repeal, or extinguish, all existing rights and privileges connected with such lands and houses, and all other rights and privileges which would in anywise impede or interfere with the construction, maintenance, and use of the intended Railway, Tramways, and Works, and to confer, vary, and extinguish, other rights and privileges.

To enable the Company and the London and South-Western Railway Company to enter into agreements and arrangements with respect to the making, working, use, management, and maintenance of the intended Railway, Tramways, and Works, or any part or parts thereof respectively, and the management, interchange and regulation, working, and direction of the traffic upon or over the intended Railway, Tramways, 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 intended Railway, Tramways, and Works, or any part or parts thereof, and to require and compel the London and South-Western Railway Company, upon such terms and conditions as shall be agreed upon, or failing such agreement, as shall be settled by arbitration, or as shall be provided by the intended Act to book through and forward all passengers, goods, minerals, and other traffic, and carriages of every description, to or from or over the whole or any part of the Railways, under their management or control, to and from the intended Railway, and Tramways, or any part thereof, so as to prevent any undue interruption, diversion, or delay in the passage of the said traffic, and, if need be, to alter and vary the tolls, rates, and duties which the London and South-Western Railway Company, may be entitled to receive and take upon their Railway, or the Railways so under their management or control, and to confer, vary, and extinguish exemptions therefrom.

To vary or extinguish all rights and privileges which would interfere with the objects of the Act or such contracts or arrangements, and to confer other rights and privileges.

To authorise the London and South-Western Railway Company to contribute and subscribe for and hold shares in the capital of the Company, or otherwise to contribute towards the proposed undertaking, and to apply their corporate funds to the purposes of the intended Act, or any of them, and to raise for such purpose additional monies by the creation of new shares or stock in their undertaking, with or without preference in payment of dividend or interest or other special advantages, and by mortgage or bond or otherwise, and to guarantee dividend or interest upon the monies respectively authorised to be raised in shares or borrowed by the Company or some part thereof.

To enable the Company and "The Ilfracombe Harbour Company (limited)" "The Local Board of Health for the district of Ilfracombe," and other the Companies, Boards, Bodies, or persons in whom the Quays, Docks, and Piers abutting on the Port and Harbour of Ilfracombe and the highways in the parish of Ilfracombe may be vested from time

to time, to enter into contracts and arrangements with respect to the management, maintenance and use of any existing or future Railways and Tramways on the same quays, docks, piers, and high-ways, or any of them, and with respect to the terms and conditions of such management, maintenance and user.

To amend or repeal, as far as may be necessary, the General Act 9 and 10 Vic., cap. 57, for regulating the gauge of Railways, and the Local and Personal Acts following (to wit), 4 and 5 William 4, cap. 88; 1 Vic., cap. 71; 1 and 2 Vic., cap. 27; 2 and 3 Vic., cap. 28; 4 and 5 Vic., caps. 1 and 39; 7 and 8 Vic., caps. 5, 63, and 86; 8 and 9 Vic., caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Vic., caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vic., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vic., caps. 75, 85, 87, 89, 125, and 157; 51 Geo. 3, cap. 196; 12 and 13 Vic., caps. 33 and 34; 13 and 14 Vic., cap. 24; 14 and 15 Vic., cap. 83; 16 and 17 Vic., 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, 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; 23 and 24 Vic., caps. 92, 103, 158, 185; 25 and 26 Vic., cap. 42; and 26 and 27 Vic., caps. 90 and 109; and all other Acts relating to the London and South-Western Railway Company.

And notice is hereby further given, that on or before the 30th day of November, 1863, plans and sections of the proposed Railway and Tramways, and of the lands and houses proposed to be taken for the purposes thereof, or of the intended Act, with a book of reference thereto, and a published map, with the lines of the proposed Railway and Tramways delineated thereon, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Devon, at his office, at Exeter, in that county, and that copies of so much of the said plans, sections, and book of reference as relates to the several parishes and other places through which the intended Railway and Tramways will pass, and in which the lands or houses are situate, together with a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November, 1863, be deposited for public inspection with the parish clerk of each such parish, at his residence, and so far as relates to any extra-parochial place with the parish clerk of some adjoining parish, at his residence.

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, 1863.

Dated this 6th day of November, 1863.

Bircham, Dalrymple, Drake, and Ward,
46, Parliament-street, Westminster;
R. Wreford, Exeter;
Solicitors for the intended Act.

Lancashire Union Railways.

(Construction of Railways between Blackburn, Chorley, Wigan, and Parr, and St. Helens; Incorporation of Company; Power to London and North Western Railway Company to contribute to and Work the Lines; Power to use portion of St. Helen's Railway Docks and Station; Amendment of Acts; and other Powers.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to incorporate a Company, with power to make and maintain the following railways, or some or one of them, with

all proper stations, approaches, works, and conveniences connected therewith (that it to say) :—

A railway commencing in the township of Parr, in the parish of Prescott, in the county of Lancaster, by a junction with the Broad Oak or Blackbrook branch or line of the railway of the St. Helen's Canal and Railway Company at a point five and a-half chains north of Fleet-lane, and twenty-nine chains or thereabouts south of the railway bridge at Broad Oak Colliery, measuring along the line of the branch to the Broad Oak Colliery, in the township of Parr and parish of Prescott, and terminating in the township of Haigh, in the parish of Wigan, in the same county, in a field belonging to the Right Honourable James Earl of Crawford and Balcarres, and occupied by Robert Dickinson, twenty-nine chains or thereabouts south of the southern extremity of a row of cottages called Red Rock Row, in Haigh aforesaid, and then to form a junction with the intended railway next hereinafter described, which first mentioned intended railway will pass from, in, through, or into the several parishes, townships, or places of Prescott, Winwick, Wigan, St. Helens, Hardshaw-with-Windle, Parr, Haydock, Ashton-in-Makerfield, Abram, Hindley, Ince-in-Makerfield, and Haigh, or some of them, all in the county of Lancaster.

A railway commencing in the township of Standish-with-Langtree, in the parish of Standish, in the county of Lancaster, by a junction with the North Union Railway at a point half a chain or thereabouts north of the Boar's Head Bridge across the North Union Railway, and terminating within the town and borough of Blackburn, at a point abutting on and on the easterly side of Darwen-street, about midway between the River Blackwater and Weir-street, all in Blackburn aforesaid, which intended railway will pass from, in, through, or into the parishes, townships, or places of Standish, Wigan, Bolton-le-Moors, Chorley, Leyland, Brindle, Blackburn, Standish-with-Langtree, Haigh, Blackrod, Adlington, Heath Charnock, Duxbury, Chorley, Whittle-le-Woods, Heapey, Wheelton, Brindle, Withnell, Hoghton, Pleasington, Livesey, and Blackburn, or some of them, all in the said county of Lancaster.

A railway commencing by a junction with the main line of railway of the St. Helen's Canal and Railway Company at the point where that Company's Pocket Nook branch line of railway joins such main line opposite the semaphore box No. 3, at Peasley junction, in the township of Sutton, and parish of Prescott, in the county of Lancaster, and terminating by a junction with the Broad Oak or Blackbrook branch of the St. Helen's Canal and Railway, near the Chemical Works of Messieurs Marsh and Hibbert, five chains north of the point where such last-mentioned branch railway passes over Sutton Brook, in the township of Parr, and parish of Prescott; and passing from, in, through, or into the parish of Prescott, and the townships of Sutton and Parr; all in the county of Lancaster.

A railway commencing in the township of Abram, in the parish of Wigan, in the said county of Lancaster, by a junction with the intended railway, firstly hereinafter described in a field belonging to William Gerard Walmesley, Esq., and occupied by Thurston Fairhurst (part of the Bamfurlong Hall Estate), called Long Acre, at the distance of one chain or thereabouts north of Coffin-lane Brook, and ten chains or thereabouts on the west side of the North Union Railway, and terminating in the township of Abram, in the parish of Wigan, in the same county, by a junction with the North

Union Railway, at the distance of one chain or thereabouts in a southerly direction from the southerly side of the bridge near Bamfurlong, which carries the turnpike road over the North Union Railway there, which intended Railway will pass from, in, through, or into the several parishes, townships, or places of Wigan and Abram, all in the said county of Lancaster.

A railway situate wholly in the township of Hindley, in the said parish of Wigan, commencing by a junction with the intended railway firstly hereinbefore described at a point distant six miles, seven furlongs, and three and a quarter chains, or thereabouts, from the commencement thereof, in Parr aforesaid, in a field in the Low Hall estate, belonging to the trustees of the late Francis Duke of Bridgewater, called the High Low field, and occupied by William Pimblett, and terminating by a junction with the Eccles, Tyldesley, and Wigan branch of the London and North-Western Railway seventeen and a half chains or thereabouts, on the easterly side of the point where such last-mentioned railway intersects or passes over the Low Hall Colliery Railway.

A railway situate wholly in the township of Ince-in-Makerfield, in the said parish of Wigan, commencing by a junction with the Lancashire and Yorkshire Railway twenty-four and a half chains or thereabouts, on the south-westerly side of the bridge at the Hindley Station of the Lancashire and Yorkshire Railway, and terminating by a junction with the intended railway firstly hereinbefore described at a point distant eight miles, three furlongs, and nine chains, or thereabouts, from the commencement thereof at Parr aforesaid, and in a field belonging to William Gerard Walmsley, Esq., and occupied by George Ormrod.

A railway situate wholly in the said township of Ince-in-Makerfield, and parish of Wigan, commencing by a junction with the new Springs Branch of the North Union Railway at a point half a chain or thereabouts south of the southerly side of the bridge carrying the road from Bell Green-lane to the Kirkless Hall iron furnaces over that railway, and terminating by a junction with the intended railway firstly hereinbefore described at a point distant nine miles and nine chains, or thereabouts, from the commencement thereof in Parr aforesaid, and in a field belonging to the trustees of John Ashton Case, Esq., and Mr. Glegg, and occupied by such trustees and Mr. Glegg, and John Grant Morris, Esq., or some or one of them.

A railway situate wholly in the township of Adlington, in the said parish of Standish, commencing by a junction with the intended railway secondly hereinbefore described at a point distant three miles, three furlongs, and six and three quarter chains, or thereabouts, from the commencement thereof, in Standish-with-Langtree aforesaid, and in a field lying between the turnpike road from Blackrod to Chorley, and the Bolton and Preston section of the North Union Railway, belonging to Richard Clayton Brown Clayton, Esq., and occupied by John Bond, and terminating by a junction with the Bolton and Preston section of the North Union Railway, at a point on such railway about twenty-four chains on the north-westerly side of the bridge at the Adlington Station of such Railway.

A railway wholly in the parish of Standish, in the county of Lancaster, commencing in the township of Heath Charnock, in the said parish and county, by a junction with the railway secondly hereinbefore described, at a point distant three miles, seven furlongs, and one chain from the commencement thereof in Standish-

with-Langtree aforesaid, and four chains from the southerly side of Bolton-road, near Rawlinson Bridge, and in a stubble field, called No. 2 Outlet or Intack, belonging to the Right Honourable Edward Cardwell, and occupied by John Holt, and terminating in the township of Coppull, in the said parish and county, in a stubble field called the five acre field, belonging to the Right Honourable Edward Cardwell, and occupied by James Lucas (being part of the Coppull Hall Estate), which intended railway will pass from, in, through, or into the several parishes, townships, or places of Standish, Heath Charnock, Duxbury, and Coppull, all in the county of Lancaster.

A railway situate wholly in the township and parish of Chorley, in the said county of Lancaster, commencing by a junction with the Bolton and Preston section of the North Union Railway, at a point about one chain on the northerly side of the bridge which carries Harper's-lane, in Chorley aforesaid, over such railway, and terminating by a junction with the intended railway secondly hereinbefore described at a point distant seven miles, two furlongs, and three chains on the south side of Moss-lane, or thereabouts, from the commencement thereof, in Standish-with-Langtree aforesaid, and in a field belonging to Richard Smethurst, Esq., and occupied by William Brindle.

A railway commencing in the township of Hoghton, in the parish of Leyland, in the said county of Lancaster, by a junction with the intended railway secondly hereinbefore described at a point distant twelve miles, three furlongs, and three-quarters of a chain, or thereabouts, from the commencement thereof in Standish-with-Langtree aforesaid, and in a plantation, known as the Lodge Plantation, on the easterly side of the River Darwen, belonging to and in the occupation of Sir Henry d'Hoghton, Bart., and terminating in the township of Pleasington, and parish of Blackburn, in the same county, by a junction with the Blackburn and Preston section of the Lancashire and Yorkshire Railway, at the distance of forty chains, or thereabouts, on the westerly side of the Pleasington Station-house, on the said last-mentioned railway; which intended railway will pass from, in, through, or into the parishes, townships, or places of Leyland, Blackburn, Hoghton, and Pleasington, or some of them.

And it is proposed by the intended Act to empower the Company to be thereby incorporated to purchase lands and houses by compulsion or agreement, for the purposes thereof, and to vary and extinguish all existing rights or privileges in any manner connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, and to confer other rights and privileges; and also to take powers to cross, stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads, railways, tramways, aqueducts, cuts, canals, streams, navigations, and rivers within or adjoining to the aforesaid parishes, townships, and other places, or any of them, as may be necessary in consequence of the construction and for the purposes of the said intended railways and works, or any of them.

And it is further proposed by the said intended Act to authorise the levying of tolls, rates, and charges for the use of the said intended railways and works, or any of them, and to confer exemptions from the payment of such tolls, rates, and charges, and to exercise all other usual and necessary powers.

And it is proposed by the intended Act to empower the London and North-Western Railway Company, if they think fit, to take shares in and to subscribe or contribute towards the undertaking of the intended Company, and to apply for all or any of those purposes any part of the funds or money of the London and North Western Railway Company which may not be required for the purposes of their own undertaking, and if necessary to raise additional capital by the creation of new shares or stock in their own undertaking, with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, and to appoint one or more directors of the intended Company.

And it is also proposed by the intended Act to enable the Company thereby to be incorporated and the London and North Western Railway Company, to enter into, and carry into effect arrangements or agreements, with respect to the working, use, management, and maintenance of the intended railways, or any or either of them, or any part or parts thereof respectively, and the supply and maintenance of engines, carriages, and rolling stock, and other stock or plant for the same, and with respect to the payment and contribution by the Companies towards the costs, charges, and expenses of such working, use, management, and maintenance, and with respect to the conduct, regulation, management, and transmission of the traffic upon the intended railways, or any or either of them, and the railways of the London and North-Western Railway Company, and the stations, works, and conveniences connected therewith respectively, and with respect to the levying, collection, payment, division, apportionment, appropriation, and distribution of the tolls, rates, and charges arising from such respective traffic, and the tolls, charges, or other consideration to be paid for such use or otherwise, and to enable the London and North Western Railway Company to levy tolls, rates, and charges on the said intended railways or any or either of them, or any part or parts thereof, and to exercise all such other powers as may be found advisable in reference to the purposes aforesaid, and to confirm any agreements entered into in relation to all or any of the matters aforesaid.

And it is proposed by the said intended Act to enable the Company proposed to be incorporated, and all other Companies and persons lawfully using their railways, or any of them, to pass 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, or provided in the said intended Act, the railways, or any of them, or any part thereof respectively, of the St. Helen's Canal and Railway Company, and also the dock, stations, watering places, booking offices, bonding and other warehouses, landing places, sidings, works, and conveniences connected therewith respectively, belonging to the said Company.

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; 24 and 25 Vict., caps. 66, 110, 123, 128, 130, 208 and 223; 25 and 26 Vict., caps. 55, 66, 78, 98, 104, 118, 148, 171, 176, 194, 198, 200, 208 and 209; and 26 and 27 Vict., caps. 5, 108, 177, 203 and 217.

And notice is hereby also given, that on or before the 30th day of November instant, a published map and plans, and sections, describing the lines and levels of the proposed works, with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Lancaster, at his office in Preston; and that copies of so much of the said plans, sections, and book of reference as relates to the several parishes, in or through which the said intended works are proposed to be made, together with a copy of this notice, as published in the London Gazette, will, on or before the said 30th day of November, be deposited with the clerks of such parishes respectively, at their respective places of abode.

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 13th day of November, 1863.

Thos. Part,

Mayhew and Son,

Wigan, Solicitors.

*Pritt, Sherwood, Venables, and Grubbe, 7,
Great George Street, Westminster,
Parliamentary Agents.*

Dumfriesshire and Cumberland (Solway) Junction Railway.

(Incorporation of Company; Construction of Railways in Counties of Dumfries and Cumberland; Running Powers over portions of the Caledonian, Glasgow and South Western, Port Carlisle, Carlisle and Silloth Bay, and Maryport and Carlisle Railways; Working, Traffic, and Facility Arrangements with the Caledonian, North British, and other Railway Companies; Arrangement with the Burgh of Annan; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to incorporate a Company (herein called "the Company"), and to authorize such Company to make and maintain the railways hereinafter mentioned, or some or one of them, with all necessary works, stations, bridges, approaches, and conveniences connected therewith (that is to say):

1. A railway (hereinafter called Railway No. 1) commencing in the parish of Middlebie, in the county of Dumfries, by a junction with the Caledonian Railway at a point thereon near to and to the north of the Kirtlebridge Station of the Caledonian Railway, and about 110 yards south of the bridge called the Galls Bridge, by which the Glasgow and Carlisle and Annan and Langholm roads are carried over the said railway; which intended railway will be carried across the Solway Frith, and

will terminate in the township of Aspatria with Brayton, in the parish of Aspatria, in the county of Cumberland, by a junction with the Maryport and Carlisle Railway at or near the mile-post thereon which indicates ten miles from Maryport; and which intended railway and works will be situate in, and will pass from, in, through, or into the several parishes, townships, chapelries, royal burgh, extra-parochial and other places following, or some of them (that is to say), Middlebie, Hoddum, parish and royal burgh of Annan, in the county of Dumfries, the shore and bed of the Solway Frith, and Bowness, Anthorn, Bowness, Fingland, Kirkbride, Holme Cultram otherwise Abbey Holme, Holme East Waver, Kelswick otherwise Kelsick, Whey-rigg, Bromfield otherwise Broomfield, Dundraw, Bromfield otherwise Broomfield Crookdake and Scales, Blencogo, Langrigg with Mealrigg, Aspatria, and Aspatria with Brayton, in the county of Cumberland.

2. A railway (hereinafter called Railway No. 2) situate wholly in the parish and royal burgh of Annan, and county of Dumfries, commencing by a junction with Railway No. 1, in the field, on the property of Shawhill, distinguished on the Ordnance Survey Plan of the parish of Annan by the Number 1,933, which field is the property and in the occupation of William Johnston, of Shawhill, and terminating by a junction with the Glasgow and South Western Railway at a point thereon near the town of Annan, and distant about 110 yards to the east of the level crossing of the said railway commonly known as Hannah's Level Crossing, and about 100 yards southward of Solway Cottage.

3. A railway (hereinafter called Railway No. 3) situate wholly in the parish and royal burgh of Annan, and county of Dumfries, commencing by a junction with Railway No. 1, in the field, on the property of Seafield, distinguished on the Ordnance Survey Plan of the parish of Annan by the Number 1,971, which field is the property of the Reverend Walter Stevenson Halliday, and in the occupation of the representatives of the late William Irving, tenant in Seafield, and terminating at or near to the Eastern Jetty at Annan Waterfoot, the property of the royal burgh of Annan, or of the Magistrates and Town Council of the said burgh.

4. A railway (hereinafter called Railway No. 4) situate wholly in the township and parish of Bowness, in the county of Cumberland, commencing by a junction with Railway No. 1 at a point at or near the northern boundary of a certain field known formerly as Grimeldales, and now commonly known as How Close, the property of William Hodgson, and in the occupation of the representatives of the late Thomas Simpson, and terminating by a junction with the Port Carlisle Dock and railway main line at or near to the station thereof at Port Carlisle.

5. A railway (hereinafter called Railway No. 5) commencing by a junction with Railway No. 1, in the township of Holme East Waver, and parish of Holme Cultram otherwise Abbey Holme, at a point in a certain field known as the Great Gribbs, otherwise the Far Gribbs, the property of John Stoddart, in the occupation of James Roe, and distinguished in the plans deposited with reference to the "Carlisle and Silloth Bay Railway and Dock Act, 1855," as Number 18 in the last-named parish and township, and terminating by a junction with the Carlisle and Silloth Bay Railway and Dock Line at or near the point at which the last-named railway crosses Monks' Dyke, being the boundary or near to the boundary between the parish of Holme Cultram otherwise Abbey Holme, and the parish of Kirkbride; and which intended railway is situate in, and will pass from, in, through, or into the parishes, townships, and places following, or some

of them (that is to say), Holme East Waver, Holme Cultram otherwise Abbey Holme, and Kirkbride.

And in the said intended Act the following powers, or some of them, will be taken (that is to say):—

To form junctions and communications with the rails of the Caledonian Railway, the Glasgow and South Western Railway, the Port Carlisle Railway, the Carlisle and Silloth Bay Railway (the two last-mentioned railways being now leased by the North British Railway Company), and the Maryport and Carlisle Railway respectively, and otherwise to interfere with those railways, and the lands and works thereof, and to regulate such junctions and the use thereof.

To use compulsorily or by agreement the stations, sidings, platforms, water, watering places, machinery, works, and conveniences of the respective Companies, owners or lessees of the five last-mentioned railways, at Kirtlebridge, Annan, Port Carlisle, Abbey Kirkbride, and Brayton, and to run over, use, or work with the engines and carriages of the Company, and for all purposes, the railways of the same respective Companies, between the same respective stations and the junctions of the intended respective railways with the railways of the same Companies respectively, and that 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 alter, reduce, and vary the tolls, rates, and charges authorised to be levied by the respective Companies, owners, or lessees as aforesaid.

To make deviations from the lines and levels of the said proposed railways and works to the extent and within the limits defined upon the plans hereinafter mentioned, or in manner to be provided for in the said intended Act; and 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 watercourses, so far as may be necessary for the purposes of the said intended railways and works, or other purposes of the proposed Act.

To purchase, by compulsion or otherwise, lands, houses, and other property required for the purposes of the said intended railways and works, or any of them, and to alter, vary, or extinguish all existing rights and privileges connected with such lands, houses, and other property, 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 in relation thereto.

To authorise the making and carrying into effect of arrangements between the Magistrates and Town Council of the royal burgh of Annan and the Company with respect to any Customs or duties claimed to be payable to the said Magistrates and Town Council in respect of the traffic passing through the said burgh, and which has been or is to be conveyed on the said intended railways and works, or any of them, and for the lease of such Customs and duties to the Company, or for the composition of the same for a fixed or annual sum, and to empower the Company, in terms of any such agreement, to levy and recover the said Customs and duties.

To authorise and empower all owners of lands, houses, and other property, whether persons or Corporations, or holding under any entail, or under any legal disability or incapacity to sell and convey such lands, houses, and property, or any part thereof, which may be necessary for the purposes

aforesaid, to the Company for such price, annual feu-duty, rent-charge, or other consideration as may be agreed on, and to provide that such feu-duty or rent-charge shall form a preferable lien and burden on the revenue and property of the Company.

To enable the Company on the one hand, and the Caledonian Railway Company, the Glasgow and South Western Railway Company, the Port Carlisle Dock and Railway Company, the Carlisle and Silloth Bay Railway and Dock Company, the Maryport and Carlisle Railway Company, and the North British Railway Company, or either of them, on the other hand, to enter into and carry into effect contracts and agreements with respect to the maintenance, use and working of the said intended railways and works, or any of them, and for the conduct, regulation, interchange, and management of the traffic upon or over the said intended railways or any part thereof; and also for affording facilities for the transmission of traffic passing to or from any railway of the Company from or to any railway of the said other Companies, or any of them, and for the fixing, levying, dividing, and apportioning of tolls, rates, and duties arising from such traffic, 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 require and authorise the Caledonian Railway Company, the Glasgow and South Western Railway Company, the Port Carlisle Dock and Railway Company, the Carlisle and Silloth Bay Railway and Dock Company, the Maryport and Carlisle Railway Company, and the North British Railway Company, to grant all proper and reasonable facilities for the transmission of, and to transmit upon and along their railways, or any part or parts thereof, all traffic which, having passed over the said intended railways, or any part or parts thereof, may be tendered to them respectively for transmission along their own railways, or any part or parts thereof, or which may be tendered to them for transmission along their own railways, or any parts thereof, for the purpose of being afterwards conveyed on and along the said intended railways, or any parts 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 to enable the said Companies, or either of them, to enter into and carry into effect all contracts and agreements that may be necessary in reference to the several matters aforesaid.

To empower the Company to raise money by the creation and issue of shares, and by borrowing upon bond or mortgage; and to convey passengers, goods, and other traffic on the said intended railways, and the railways communicating therewith.

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

To incorporate "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Railways Clauses Consolidation Act, 1845," "The Companies Clauses Consolidation (Scotland) Act, 1845," "The Lands Clauses Consolidation (Scotland) Act, 1845," "The Railways Clauses Consolidation (Scotland) Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Act, 1863," "The Companies Clauses Act, 1863," and all other statutes and provisions bearing upon or expedient for the purposes of the said intended Act.

To repeal or amend some of the provisions of the several Local and Personal Acts of Parliament following (that is to say):—

"The Caledonian Railway Act, 1845," and the several other Acts relating to the Caledonian Railway Company, passed respectively in the 9th and 10th, the 10th, the 10th and 11th, the 11th and 12th, the 12th and 13th, the 14th and 15th, the 16th and 17th, the 17th and 18th, the 18th and 19th, the 20th and 21st, the 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, and the 26th and 27th years of the reign of Her present Majesty; and any other Acts relating to the Caledonian Railway Company.

The Acts relating to the Glasgow and South Western Railway Company, the 1st Vict., c. 117; 3rd Vict., c. 53; 5th Vict., sess. 2, c. 29; 8th and 9th Vict., c. 95; 9th Vict., c. 60; "The Glasgow and South Western Railway Consolidation Act, 1855;" and the several other Acts relating to the Glasgow and South Western Railway Company and their undertaking passed respectively in the 19th and 20th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, and the 26th and 27th years of the reign of Her present Majesty, and any other Acts relating to the Glasgow and South Western Railway Company.

The Acts relating to the North British Railway Company, 14th and 15th Vict., cap. 55, and the provisions unrepealed of the Acts referred to in the schedule of such Act, 16th and 17th Vict., cap. 152; 18th and 19th Vict., cap. 127; 19th and 20th Vict., cap. 98; 20th and 21st Vict., caps. 91, 124, and 129; 21st and 22nd Vict., caps. 65, 109, and 145; 22nd and 23rd Vict., caps. 14, 24, 83, and 96; 23rd and 24th Vict., caps. 140, 145, 159, and 195; 24th and 25th Vict., caps. 102, 114, 131, 177, 214, and 226; 25th and 26th Vict., caps. 47, 48, 49, 142, 181, and 189; and 26th and 27th Vict., caps. 194, 213, and 226; and any other Acts relating to the North British Railway Company.

The Acts relating to the Maryport and Carlisle Railway Company passed in the 1st, the 6th and 7th, the 7th, the 14th and 15th, the 18th and 19th, and the 25th and 26th years of the reign of Her present Majesty, and all other Acts if any, relating to the Maryport and Carlisle Railway Company.

The Acts relating to the Carlisle and Silloth Bay Railway and Dock Company passed in the 16th and 17th, the 18th and 19th, the 23rd and 24th, and the 25th and 26th years of the reign of Her present Majesty, and any other Acts relating to the Carlisle and Silloth Bay Railway and Dock Company.

The Acts relating to the Port Carlisle Dock and Railway Company, passed in the 16th and 17th, and the 23rd and 24th years of the reign of Her present Majesty, and any other Acts relating to the Port Carlisle Dock and Railway Company.

And, in so far as regards the Solway Frith, the Act 44 Geo. III, cap. 45, and all other Acts relating in any way to the said Frith.

On or before the thirtieth day of November, one thousand eight hundred and sixty-three, duplicate plans and sections defining the lines, situations, and levels of the said intended railways and works, and the lands, houses, and other property which may be required to be taken for the purposes thereof, together with a book of reference to such plans, and a published map with the line of the said intended railways delineated thereon, and also a copy of this notice as published in the London and Edinburgh Gazettes, will be deposited for public inspection in the office at Carlisle of the clerk of the peace for the county of Cumberland, and in the office at Dumfries of the principal Sheriff clerk of the county of Dumfries; and on or before the 30th

day of the said month of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish, township, extra-parochial place, and royal burgh in or through which the said intended railways and works are proposed to be made, together with a copy of this notice published as aforesaid, will be deposited for public inspection as follows, that is to say, in respect to such of the said parishes as are situate in the county of Cumberland, 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 adjoining thereto, at his usual place of abode; in respect to such of the said parishes as are situate in the county of Dumfries, with the schoolmaster, if any, and if there be no schoolmaster with the session clerk of each such parish, at the usual place of abode of such schoolmaster or session clerk; and in respect to the royal burgh of Annan, with the town clerk thereof, at his usual place of residence.

On or before the twenty-third day of December, one thousand eight hundred and sixty-three, printed copies of the said intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 11th day of November, 1863.

Chas. Tahourdin, 1, Victoria-street, Westminster,

Alex. Downie, Town Clerk, Annan,

Solicitors.

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

In Parliament—Session 1864.

South Wales, Tenby, and Milford Haven Junction Railway.

(Incorporation of Company for making Railway from South Wales Railway to Tenby—Powers as to laying down Narrow Gauge Rails on and use of portion of South Wales Railway—Power as to Saundersfoot Railway and Harbour—Working arrangements with other Companies)

NOTICE is hereby given, that it is intended to apply to Parliament, in the next session thereof, for leave to bring in a Bill for the following, or some of the following, among other purposes:—

To incorporate a Company (herein referred to as "the Company"), and to enable them to make and maintain the railway hereinafter mentioned, or some part or parts thereof, with all needful works, stations, approaches, and conveniences connected therewith (that is to say):—

A railway commencing by a junction or junctions with the Great Western (South Wales) Railway at a point in the parish of Llangan, in the county of Carmarthen, 20 chains or thereabouts west of the front door of the Booking-office of the Whitland Station of that Railway, passing through the following parishes and places, or some of them (that is to say): Llangan, Llanboidy, Eglwysfair Glantaf, and Cyffig, all in the county of Carmarthen; Lampeter Velfrey, Llandewy Velfrey, Crinow, Narberth North, Narberth South, Templeton, Ludchurch, St. Issells Amroth, St. Mary's Tenby (Out Liberties), St. Mary's Tenby (In Liberties), and Penally, in the county of Pembroke, and terminating in the said parish of St. Mary's Tenby (In Liberties) by a junction with the Pembroke and Tenby Railway at a point on that line 4 chains or thereabouts south-east of the turnpike-road leading from Tenby to Penally.

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

To enable the Company 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 railway and works; to exercise powers of deviation from the line of railway to any extent within the limits of deviation shown upon the plans to be deposited as after mentioned; to purchase lands, houses, and other property compulsorily for the purposes of the said intended railway and works; to levy tolls and charges in respect thereof, and to exercise other rights and privileges.

To enable the Company on the one hand, and the Great Western Railway Company, the Pembroke and Tenby Railway Company, the Saundersfoot Railway and Harbour Company, and the Llanelly Railway and Dock Company, or any or either of those Companies, 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 railway and works, or any part or parts thereof, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railway; 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 previously to the passing of the Bill may be made, touching any of the matters aforesaid.

To enable the Company to lay down upon the Great Western (South Wales) Railway, between the point where the proposed railway will effect a junction with the said Great Western (South Wales) Railway and the point where a proposed branch or extension of the Llanelly Railway is proposed, under the powers of another Bill, to be applied for in the next session to join the said Great Western (South Wales) Railway at or near Gower-road, an additional line or lines of rail upon the narrow gauge, and to enable the Company, and all Companies and persons lawfully using the railway of the Company, to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges, as may be agreed upon or be settled by arbitration or defined by the Bill, the said portion of the Great Western (South Wales) Railway, together with the stations, sidings, works, and conveniences connected therewith.

To require the Great Western Railway Company to receive, book through, forward, accommodate, and deliver on and from their undertakings, 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, or as may be defined by the Bill; and if need be, to alter the tolls and charges which the Great Western Railway Company may receive and take upon their respective undertakings, and to confer exemptions from such tolls and charges.

To enable the Company to agree with the Great Western Railway Company as to the laying down by the Great Western Railway Company of the before-mentioned additional line or lines of rails, and to confer upon the said Great Western Railway Company all necessary powers for enabling them

to perform such work, and to apply thereto any of their existing funds, or any moneys which they have power to raise.

To enable the Saundersfoot Railway and Harbour Company and the Company to agree as to the use and appropriation, for the purposes of the proposed railway, of all or any part of the undertaking of the Saundersfoot Railway and Harbour Company, and as to the acquiring of such undertaking by the Company, or their taking the same on lease; and the Bill will confer upon the said Companies all necessary powers for carrying any such agreement into effect.

To empower the trustees of any settled estates through which the proposed railway will pass to take and hold shares in the capital of the Company to the extent of the value of the land taken by the Company, and forming part of any such estate.

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 Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of the following Act relating to the Pembroke and Tenby Railway Company, namely, "The Pembroke and Tenby Railway Act, 1859," also of the following and of any other Acts relating to the Great Western Railway Company, namely, "The South Wales Railway Consolidation Act, 1855," "The Great Western Railway (South Wales Amalgamation) Act, 1863," and "The Great Western Railway (West Midland Amalgamation) Act, 1863;" also of the following and of any other Acts relating to the Saundersfoot Railway and Harbour Company, namely, 10 Geo. 4, cap. 108, and 5 and 6 Vict., caps. 35 and 53; and also of the following and of any other Acts relating to the Llanelly Railway and Dock Company, namely, "The Llanelly Railway and Dock Act, 1853," "The Llanelly Railway and Dock Act, 1860," "The Llanelly Railway (new lines) Act, 1861," "Llanelly Railway and Dock Act, 1862," and "The Llanelly Railway and Dock Act, 1863."

Duplicate plans and sections describing the lines, situation, and levels of the proposed railway, 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 county of Carmarthen, at his office at Llandovery, and with the Clerk of the Peace for the county of Pembroke, at his office at Haverfordwest; 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, or in which any lands, houses, or other property are intended to be taken, 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 depo-

sited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 2nd day of November, 1863.

*Rixon and Son, 38, Cannon-street, London,
Solicitors for the Bill.*

In Parliament—Session 1864.

Llanelly Railway and Dock Company.
(No. 2.)

(Construction of new Lines.—Laying down of Narrow Gauge on and use of portion of South Wales Railway.—Level Crossings.—Extension of Time.—Powers over Neath and Brecon and Carmarthen and Cardigan Railways.—Repeal of Clauses relating to Carmarthen and Cardigan Railway Company.—Amendment of Acts)

NOTICE is hereby given, that the Llanelly Railway and Dock Company (who are herein referred to as "The Company") intend to apply to Parliament in the next session thereof, for leave to bring in a Bill for the following, or some of the following, among other purposes:—

1. To enable them to make and maintain as part of their undertakings the Railways hereinafter mentioned, or one of them, or some part or parts thereof respectively, with all needful works, stations, approaches, and conveniences connected therewith (that is to say):—

1. A railway (herein referred to as No. 1) commencing by a junction or junctions with the Company's Railway, No. 2, authorized by their Act of 1861, at a point about 30 feet west of the centre of the road numbered 107 on the plans deposited with the Clerk of the Peace for the County of Glamorgan with reference to the said Act, and terminating at a point on the Great Western (South Wales) Railway, about 5 furlongs and 4 chains west of the Gower Road Station on that Railway, the whole of which proposed Railway will be in the Parish of Loughor, and County of Glamorgan.
2. A railway (herein referred to as No. 2) commencing by a junction or junctions with the Line No. 1, authorized by "The Llanelly Railway and Dock Act, 1861," at a point about 160 yards west of road No. 34 on the plans deposited with the Clerk of the Peace for the County of Glamorgan with reference to the said Act, and terminating at a point on the Cefyngorwydd Colliery Tramway, about 1 furlong and 9 chains east of the Gower Road Railway Station-house on the Great Western (South Wales) Railway, the whole of which proposed Railway will be in the Parish of Loughor, and County of Glamorgan.

2. To enable the Company to lay down an additional line or additional lines on the narrow gauge on so much of the said Great Western (South Wales) Railway as will be situate between the junction therewith of the Railway No. 1, sought to be authorized by the said Bill, and the Llanelly station of the Great Western (South Wales) Railway, and 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, and upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon, or be settled by arbitration, or defined by the Bill, the said portion of the South Wales Railway and the works and conveniences connected therewith. To authorize the Company and the Great Western Railway Company to agree for the laying down of such extra line or lines by the last-mentioned Company, and to

confer upon that Company all needful powers with reference thereto.

3. To authorize the Company to make and maintain the Railway No. 2 authorized by "the Llanely Railway (New Lines) Act, 1861," across and on the level of the parish road, in the parish of Loughor, in the county of Glamorgan, numbered 107 on the plans deposited with the Clerk of the Peace for the said county, with reference to the said Act.

To authorize the Company to make and maintain the Railway No. 1, authorized by "The Llanely Railway (New Lines) Act, 1861," across and on the level of the turnpike road, in the parish of Loughor, in the county of Glamorgan, numbered 10 on the said plans, and to alter the rate of inclination of such turnpike road.

To authorize the Company to make and maintain the railway No. 4, authorized by "The Llanely Railway and Dock Act, 1863," across and on the level of the parish roads in the parish of Abergwili, in the county of Carmarthen, numbered 43 and 51 on the plans deposited with the Clerk of the Peace for the said county, with reference to the said Act.

To authorize the Company to make and maintain the railway No. 3, authorized by "The Llanely Railway and Dock Act, 1861," across and on the level of the turnpike road, in the parish of Llanegwad, in the county of Carmarthen, numbered 34 on the plans deposited with the Clerk of the Peace for the said county, with reference to the said Act.

4. To extend the time granted by "The Llanely Railway and Dock Act, 1861," "Llanely Railway and Dock Act, 1862," and "The Llanely Railway and Dock Act, 1863," for the construction of the works by such Acts authorized.

5. To authorize the Company to purchase additional lands for the purposes of the bridges for carrying the railways of the Company over or under, as the case may be, the public carriage roads and turnpike roads hereinbefore referred to as proposed to be crossed on the level, in the event of any such level crossing not being sanctioned by Parliament.

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

To enable the Company to cross, divert, alter or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, navigations, rivers, streams, 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, to levy tolls, rates and charges in respect thereof; and to exercise other rights and privileges.

To enable the Company to apply their existing funds and any moneys 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 in their Carmarthen Line undertaking, and also in their Swansea Lines undertaking, 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, or defined by the Bill, the following portions of Railway, together with the stations, watering places, booking offices, sidings, works and conveniences connected

therewith respectively (that is to say): The Neath and Brecon Railway, between D.fynnock and Brecon; and the Carmarthen and Cardigan Railway, between the junction therewith of the Railway No. 7, authorized by "Llanely Railway and Dock Act, 1862," and the junction of the Carmarthen and Cardigan Railway with the South Wales Railway.

To require the respective Companies or persons owning or working the said Neath and Brecon Railway and Carmarthen and Cardigan Railway, 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 any part of 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, the Bill will alter the tolls, rates, and charges upon the Neath and Brecon Railway, and Carmarthen and Cardigan Railway, and confer exemptions from such tolls and charges; and the Bill will amend the 25th and 26th Vict., c. 193, and the 26th and 27th Vict., c. 130, relating to the said Neath and Brecon Railway, and the 17th and 18th Vict., c. 218; the 18th and 19th Vict., c. 131; the 19th and 20th Vict., c. 68; the 25th and 26th Vict., c. 172; and the 26th and 27th Vict., c. 146.

To enable the Company to lay down an additional line or additional lines on the narrow gauge upon the before-mentioned portion of the Carmarthen and Cardigan Railway, and to run over and use the same in the same manner, and with the same powers as are hereinbefore stated with reference to the existing undertaking of the Carmarthen and Cardigan Railway Company; and the Bill will, if necessary, repeal clauses 41, 42, and 43, of "Llanely Railway and Dock Act, 1862," having reference to the before-mentioned portion of the Carmarthen and Cardigan Railway, and the powers of the Llanely Railway and Dock Company in relation thereto, and instead of such clauses the Bill will confer other and more effectual powers.

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 Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," and it will amend and enlarge the powers and provisions of the following and of any other Acts relating to the Company, namely:— "The Llanely Railway and Dock Act, 1853," "The Llanely Railway and Dock Act, 1860," "The "Llanely Railway (New Lines) Act, 1861," "Llanely Railway and Dock Act, 1862," and "The Llanely Railway and Dock Act, 1863," and also of the following and of any other Acts relating to the Great Western Railway Company, namely, "The South Wales Railway Consolidation Act, 1855," "The Great Western Railway (South Wales Amalgamation) Act, 1863," and "The Great Western Railway (West Midland Amalgamation) Act, 1863."

Duplicate plans and sections describing the lines, situations, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, or which may be required to be taken under the powers of the Bill, 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 Glamorgau, at his office at Cardiff, and with the clerk of the peace for the county of Carmarthen, at his office at Llandovery, 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, or in which any lands, houses, or other property are intended to be taken, 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 2nd day of November, 1863.

Rixon and Son, 38, Cannon Street;
Crowder, Maynard, Son, and Lawford,
57, Coleman Street;

Solicitors for the Bill.

Wallasey Embankment.

(Power to Amend the Wallasey Embankment Act (10 Geo. IV., cap. 16); to Alter the Valuations under which the Rates and Assessments under the Act are Levied; to Increase and Alter such Rates and Assessments; to Extend the Charge of such Rates on other Property; to Alter the Body of Commissioners, their Powers and Procedure; to Alter and Extend the Works, and to Borrow Money; 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 enable the Commissioners for executing an Act of the 10th Geo. IV., cap. 16, "for making an embankment on the north-west side of the Leasowes, in the townships of Wallasey and Great Meols, in the county of Chester, to prevent the further encroachments of the sea, and the injury to arise therefrom to the low lands contiguous and to the port of Liverpool," or a new body of Commissioners to be appointed under the said Bill (which Commissioners are hereinafter called "the said Commissioners," and which Act is hereinafter called "the Wallasey Embankment Act,") to exercise the powers and to effect the objects following, or some of them, that is to say:—

1st. To make new valuations of all lands, docks, hereditaments, and premises charged or to be charged with rates. To alter and increase the rates, taxes, and assessments, to be levied and raised under the Wallasey Embankment Act, to charge the same rates on other lands, houses, docks, and hereditaments not now charged with the same: to vary, alter, and amend, in such manner as may be defined and settled by the said intended Act, the proportion, scale, or ratio in which such rates, taxes, and assessments are to be levied and raised as between the proprietors of lands, &c., and the Mersey Docks and Harbour Board respectively, or any other parties liable thereto, to make such rates and assessments in any one year as may be provided for by the said Bill, and to provide for the payments and expenses to be made and incurred by them under the provisions of the Wallasey Embankment Act and of the intended Act respectively.

2nd. To borrow and raise by mortgage or bond on the security of the rates and taxes authorised to be raised under the Wallasey Embankment Act, or

the intended Act, a further sum of money, in such manner and under such terms and conditions as to priority, rate of interest, or otherwise, as the said Commissioners shall think fit, for the purpose of paying off all sums due and owing by the said Commissioners, and to provide funds for making all such alterations, repairs, extensions, and improvements in the embankment and works executed under or authorised by the Wallasey Embankment Act as the said Commissioners may deem necessary or expedient, and for other the general purposes of the said Commissioners.

3rd. To alter or extinguish all rights and privileges inconsistent with the objects of the intended Act, and to confer, vary, or extinguish other rights and privileges.

4th. And it is also proposed by the said intended Act to amend the provisions of the said Wallasey Embankment Act (10 Geo. IV., cap. 16) relating to the number and mode of election of Commissioners, the notice to be given to the Commissioners, and as to the quorum of meetings, and also to amend, alter, and repeal the several powers and provisions of the same Act so far as may be necessary or desirable for the purpose of carrying the objects and purposes of the intended Act into effect.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day December, 1863.

Dated this 13th day of November, 1863.

Helps and Parker, Solicitors, Chester.

In Parliament—Session 1864.

Llanelly Railway and Dock Company (No. 1).
(Increase and Alteration of Capital.—Creation of Preference Shares.—Amendment of Acts.)

NOTICE is hereby given, that the Llanelly Railway and Dock Company (who are herein referred to as "the Company"), intend to apply to Parliament next session for leave to bring in a Bill for the following, or some of the following, among other purposes:—

1. To enable the Company, for the purposes of their existing and authorized or to be authorized undertakings, to raise additional capital, by shares or by stock, and by borrowing in their Carmarthen Line capital and Swansea Lines capital, and to attach to such shares or stock any preference or priority of dividend, and any other advantage which the Bill may define.

2. To enable the Company to cancel any of their shares liable to forfeiture, and also any of their forfeited shares, and instead of the shares to be so cancelled to issue other shares, and to attach thereto, and to any of their unissued shares, a preference or priority of dividend, or such other rights and advantages as will be stated in the Bill, or be prescribed by Parliament, and otherwise to alter and regulate the several capitals of the Company.

3. To enable the Company to create and issue, in preferred half-shares and deferred half-shares, any part of the capital which they are now or by the said Bill will be authorized to raise.

4. To enable the Company to apply any of their existing funds, and any part of their authorized capital, towards the costs of constructing any new works which they may be authorized to execute under the powers of any Act or Acts to be applied for in the ensuing session of Parliament.

The Bill will alter, amend, and enlarge the powers and provisions, or some of the powers and provisions, of the following and of any other Acts relating to the Company, namely: "The Llanelly Railway and Dock Act, 1853," "The Llanelly Railway and Dock Act, 1860," "The Llanelly Railway (New Lines) Act, 1861," "Llanelly Railway and

Dock Act, 1862," and "The Llanelly Railway and Dock Act, 1863;" and the Bill will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," and of "The Companies Clauses Act, 1863;" and the Bill will vary and extinguish all existing rights and privileges which would interfere with any of its objects.

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 2nd day of November, 1863.

Rixon and Son, 38, Cannon-street;
Crowder, Maynard, Son, and Lawford,
57, Coleman-street;

Solicitors for the Bill.

In Parliament—Session 1864.

Llandilo and Teiffi Valley Railway.

(Incorporation of Company for constructing Railways to extend the Llanelly Railway from Llandilo to the Manchester and Milford Railway at Pon. Llanio and Lampeter.—Subscription by Llanelly Railway and Dock Company.—Powers as to Vale of Towy Railway. — Working arrangements with other Companies.)

NOTICE is hereby given, that it is intended to apply to Parliament, in the next Session thereof, for leave to bring in a Bill for the following, or some of the following, among other purposes:—

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

1. A Railway (herein referred to as No. 1) commencing by a junction or junctions with the Llanelly Railway at or near the Llandilo station of that Company, in the parish of Llandeilo Fawr and county of Carmarthen, passing through the following parishes and places, or some of them, that is to say:—Llandeilo Fawr, Llandilo Villa and Liberty, Pentrecoon, Trecastle, Tregib, Brynybeirdd, Manorfabon, Manorfabon in Glanamman, Glynammam, Cwmcawrllwyd, Lower Manordeilo, Upper Manordeilo, Rhosmaen, Tyrescob, Tachleuan, Rhiwlas, Taliaris, Llansadwrn, Llansadwrn (Upper Hamlet), Llansadwrn (Lower Hamlet), Pentrecynydd, Talley, Gwastade, Llanfangel and Ciiwr, Esgernant, Cefeublaidd, Traethnelgan, Llansawell, Edwins, Glyn, Wen, Ganol, Conwil-Gaio, Cayo Lower, Maestroyddin, Cwmcothy, Cwmtwrech, Llanycrwys, Forest, Monachty, Pencarreg, Coedmor Dolgwm, and South Side, all in the county of Carmarthen; Cellan, Llanfair Clydogau, Llanddewy Brefi, Gorwydd, Garth and Ystrad, Gogoyan, Llanio, Prysc and Carfan, Doithie Pysgottwr, Doithie Camddwr, Bettws Leiki, Gartheli, Blaenpenal, Gwynfil, Caron, Argoed and Ystrad, Croes and Berwyn, Blaen Caron, Treflyn, Blaenayron, Trecefel, Llangybi, Bettws Bledrws, Silian, Lampeter pont Stephen, Uch Croyddin, Is Croyddin, and Trevigoed, all in the county of Cardigan; and terminating in the said hamlet of Llanio, in the parish of Llanddewy Brefi, by a junction or junctions with the Manchester and Milford Railway, at or near the south-west side of the public road leading from the bridge over the River Teiffi, called Pont Llanio, into the turnpike-road leading from Lampeter to Tregaron.

2. A Railway (herein referred to as No. 2) commencing by a junction or junctions with Railway No. 1, in the said parish of Llanfair Clydogau, at or near the south side of the public road leading from the bridge over the River Teiffi, at Llanfair-Clydogau, to the Llanfair lead-mine, passing thence through or into the following parishes and places, or some of them (that is to say), Cellan, Llanfair-Clydogau, Llanddewy Brefi, Gorwydd, Garth and Ystrad, Gogoyan, Llanio, Prysc and Carfan, Doithie Pysgottwr, Doithie Camddwr, Bettws Leiki, Gartheli, Blaenpenal, Gwynfil, Caron, Argoed and Ystrad, Croes and Berwyn, Blaen Caron, Treflyn, Blaenayron, Trecefel, Llangybi, Bettws Bledrws, Silian, Lampeter pont Stephen, Uch Croyddin, Is Croyddin, and Trevigoed, all in the county of Cardigan; and Pencarreg, Coedmor, Dolgwm, and South Side, all in the county of Carmarthen; and terminating by a junction or junctions with the Manchester and Milford Railway, in a field, No. 118 on the plans deposited with reference to the Act for the said railway, situate at or near Cwman, in the said parish of Pencarreg.

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

To enable the Company to form junctions and communications, where necessary, with the railway of the Llanelly Railway and Dock Company, the Manchester and Milford Railway, and the Vale of Towy Railway, and otherwise to interfere with those railways and the lands and works thereof, and to regulate such junctions and the use thereof; to exercise powers of deviation from the lines of the proposed railways to any extent within the limits of deviation shown upon the plans to be deposited as after mentioned; to cross, divert, alter, or stop up, whether temporarily or permanently, roads, railways, tramways, drains, sewers, navigations, rivers, streams, and water-courses, 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; to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

To authorize the Llanelly Railway and Dock Company 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 to enable the said Company to hold shares in the capital of the Company, and to appoint Directors.

To enable the Company, on the one hand, and the Vale of Towy Railway Company, the Manchester and Milford Railway Company, the Llanelly Railway and Dock Company, and the Great Western Railway Company, or any or either of those Companies, 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 of the intended 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 previously to the passing of the Bill may be made, touching any of the matters aforesaid.

To require the Companies or persons owning or working the Vale of Towy Railway to receive, book through, forward, accommodate and deliver on and from the same, 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, or as may be defined by the Bill; and if need be, to alter the tolls and charges which may be taken upon the said Vale of Towy Railway, and to confer exemptions from such tolls and charges.

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 Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of the following, and of any other Acts relating to the Vale of Towy Railway Company, viz.: the 17 and 18 Vict., c. 150; the 21 and 22 Vict., c. 147; and the 23 and 24 Vict., c. 161; also of the following, and of any other Acts relating to the Manchester and Milford Railway Company, namely, "The Manchester and Milford Railway Act, 1860," and "The Manchester and Milford Railway (Aberystwith Branch) Act, 1861;" also of the following and of any other Acts relating to the Llanelly Railway and Dock Company, namely, "The Llanelly Railway and Dock Act, 1853," "The Llanelly Railway and Dock Act, 1860," "The Llanelly Railway (New Lines) Act, 1861," "Llanelly Railway and Dock Act, 1862," and "The Llanelly Railway and Dock Act, 1863;" and also of the following, and of any other Acts relating to the Great Western Railway Company, namely, "The South Wales Railway Consolidation Act, 1855," "The Great Western Railway (South Wales Amalgamation) Act, 1863," and "The Great Western Railway (West Midland Amalgamation) Act, 1863."

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 county of Carmarthen, at his office at Llandovery, and with the Clerk of the Peace for the county of Cardigan, at his office at Aberystwith; 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, or in which any lands, houses, or other property are intended to be taken, 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 2nd day of November, 1863.

Rixon and Son, 38, Cannon Street,
London;

D. Long Price, Talley, Carmarthenshire;
Solicitors for the Bill.

In Parliament—Session 1864.

Carmarthenshire Railway.

(Incorporation of Company for making Railways extending from South Wales Railway and Llanelly Railway to Mynydd Mawr, with Branches to Coalbrook and Carway.—Repeal of Carmarthenshire Railway or Tramroad Company's Acts.—Vesting of their undertaking in proposed Company.—Powers to Llanelly Railway Company.—Laying down Narrow Gauge on portion of South Wales Railway.)

NOTICE is hereby given, that 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 respectively, with all needful works, stations, approaches, and conveniences connected therewith respectively (that is to say:—

1. A railway (herein referred to as No. 1) commencing by a junction or junctions with the Great Western (South Wales) Railway in the parish of Llanelly, on the west side of the bridge called or known by the name of the Old Castle Bridge, being about 34 chains west of the Llanelly station of the Great Western Railway Company, passing thence through or into the several parishes or places following, or some of them (that is to say): Llanelly, the borough of Llanelly, Hengoed and Westfa, and terminating in the said parish of Llanelly, at or near the burial-ground of the Felinfoel Baptist Chapel, at a point on the tramroad of the Carmarthenshire Railway or Tramroad Company.
2. A railway (herein referred to as No. 2) commencing by a junction with the St. David's Branch of the Llanelly Railway and Dock Company, at or near the point where the Gorse Railway joins the said Branch Railway, in the parish of Llanelly, passing thence through or into the several parishes and places following, or some of them (that is to say): Llanelly, Berwick, Westfa, the borough of Llanelly and Hengoed, and terminating in the said parish of Llanelly, at the same point as Railway No. 1.
3. A railway (herein referred to as No. 3) commencing in the said parish of Llanelly by a junction with the said railways Nos. 1 and 2, or one of them, at the termination of those railways passing thence through or into the several parishes and places following, or some of them (that is to say): Llanelly, Hengoed, Westfa, Glynn, Llanon, Glynn, Blaine, Llanarthney, Cwm-mawr and Llanllian, and terminating in the said parish of Llanon by a junction with the Mountain Branch of the said Llanelly Railway and Dock Company at Mynyddmawr, near to the colliery belonging to Messrs. Norton.
4. A railway (herein referred to as No. 4) commencing by a junction with Railway No. 3, in the parish of Llanelly, at or near Cynhidref, about 17 chains north from the level crossing over the Carmarthenshire Railway or Tramroad of the parish road leading from the Llanelly and Carmarthenshire turnpike road to Cynhidref and Mynydd Sylen, and passing

thence through or into the several parishes and places following, or some of them: Llanelly, Glynn, Llanon, Glynn, and Blaine, and terminating in the said parish of Llanon, at or near the Southpit Colliery, at Coalbrook.

5. A railway (herein referred to as No. 5) commencing by a junction with railway No. 4 at the proposed termination thereof, and passing thence through or into the several parishes and places following, or some of them, Llanon, Glynn, Llanelly, Glynn, Llangendeirne, and terminating in the said parish of Llangendeirne, at or near the air shaft of the Carway and Duffryn Steam Coal Company (Limited).

The said railways will be wholly situate in the county of Carmarthen.

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

To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, pipes, 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 exercise other rights and privileges.

To authorize the Llanelly Railway and Dock Company 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 capitals; and to enable the said 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, and to appoint Directors of the Company.

To enable the Company, on the one hand, and the said Llanelly Railway and Dock 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 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 of the intended 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 previously to the passing of the Bill may be made touching any of the matters aforesaid.

To enable the Company to purchase, and to authorize and require the Carmarthenshire Railway or Tramroad Company to sell to the Company upon such terms as the Bill may define, all the estate, rights, interests, and property which the said Carmarthenshire Railway or Tramroad Company now have or are entitled to in the railway or tramroad of that Company, or in any lands or property connected therewith, and to vest the same respectively in the Company, and to dissolve the said Carmarthenshire Railway or Tramroad Company, and to provide for the winding up of its affairs; and the Bill will, if need be, vary and extinguish all existing rights of the shareholders and of the creditors of the said Company, and the Bill will also

alter the tolls which are now authorized to be taken upon the said railway or tramroad.

To enable the Company to lay down rails upon the land of the said Carmarthenshire Railway and Tramroad Company, and to appropriate and adapt the same for the purposes of and in connection with the proposed railways; and to enable the Company to agree with the Great Western Railway Company for the laying down by the Company, or the said Great Western Railway Company, or by those Companies jointly, of narrow gauge rails upon that part of the Great Western (South Wales) Railway which will be situate between the proposed junction therewith of Railway No. 1, and the Gower Road station of the Great Western Railway Company; and the Bill will confer upon the said Companies all needful powers for carrying out any such agreement and laying down such rails.

The Bill will vary and extinguish all existing rights and privileges which would interfere with any of its objects; and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845" and "The Railways Clauses Act, 1863." The Bill will amend or repeal the powers and provisions of the following and of any other Acts relating to the Carmarthenshire Railway or Tramroad Company, namely, the 42nd George the 3rd, c. 80, and the 4th and 5th William the 4th, c. 70; and the Bill will amend and enlarge the powers and provisions of the following and of any other Act relating to the Llanelly Railway and Dock Company, namely: "The Llanelly Railway and Dock Act, 1853," "The Llanelly Railway and Dock Act, 1860," "The Llanelly Railway (New Lines) Act, 1861," "Llanelly Railway and Dock Act, 1862," and "The Llanelly Railway and Dock Act, 1863;" and also of the following and of any other Acts relating to the Great Western Railway Company, namely: "The South Wales Consolidation Act, 1845," "The Great Western (South Wales) Amalgamation Act, 1863," and "The Great Western (West Midland) Amalgamation Act, 1863."

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, and which will be required for the purposes thereof, 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 Carmarthen, at his office at Llandovery; 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, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice, will be deposited with the parish clerk of each such parish, at his residence; and in 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 2nd day of November, 1863.

Rixon and Son, 38, Cannon-street, Solicitors for the Bill.

East London Railway (Thames Tunnel Line).

(Incorporation of Company; Construction of Railways to connect certain Railways on the Surrey Side of the Thames with certain Railways on the Middlesex Side thereof; Acquisition of Thames Tunnel; Working and Traffic and other Arrangements with divers Railway Companies, and with reference to the Haydon-Square Branch Railway; Arrangements with Grand Surrey Docks and Canal Company; 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 to incorporate a Company with power to make and maintain the following railways, or some or one of them, with all proper stations, approaches, works, and conveniences connected therewith (that is to say):—

No. 1.—A railway to commence in the parish of Saint Mathew, Bethnal Green, in the county of Middlesex, by a junction with the Great Eastern Railway, at a point about a chain and a half east of the crossing of the Great Eastern Railway over Tapp-street, and to terminate in the parish of St. Paul, Deptford, in the county of Surrey, near the north end of North-street, and the New Cross Station of the London, Brighton, and South Coast Railway, together with a short branch or siding in the last-mentioned parish, to connect the said intended railway with the said New Cross Station.

No. 2.—A railway to commence in the said parish of Saint Mathew, Bethnal Green, by a junction with the Great Eastern Railway at or near the point where it crosses Carlisle-street, and to terminate in the same parish by a junction with the said intended Railway No. 1, at a point about three chains north of the north end of Queen Anne-street.

No. 3.—A railway to commence in the said parish of Saint Paul, Deptford, by a junction with the said intended Railway No. 1, near to Torr's Animal Charcoal Manufactory in Trundley's-lane, and to terminate in the same parish by a junction with the Deptford Branch of the London, Brighton, and South Coast Railway, at or near a point where the same passes under the London and Greenwich Railway.

No. 4.—A railway to commence in the said parish of Saint Paul, Deptford, by a junction with the said intended Railway No. 1, at a point about two chains and a half west of Midway Place Chapel, and to terminate in the same parish at a point near to Trundley's lane, there to form junctions with the railways, or some of them, belonging or in lease to the South Eastern Railway Company.

No. 5.—A railway to commence in the parish of St. Mary, Whitechapel, in the county of Middlesex, at or near the house numbered 9, in Whitechapel High-street, and to terminate in the parish of St. George-in-the-East, in the same county, by a junction with the said intended Railway No. 1, at or near a house numbered 23 in Severn-street.

No. 6.—A railway to commence in the parish of St. Giles Without, Cripplegate, in the City of London, near to the junction of Green Arbour Court with Little Moorfields, there to form a junction with the Metropolitan Railway, and to terminate in the said parish of St. Mary, Whitechapel, by a junction with the said intended Railway No. 5, at or near the said house numbered 9 in Whitechapel High-street.

No. 7.—A railway to commence in the parish of St. Stephen, Coleman-street, near to the junction of Whalebone-court with White's Alley, and to terminate in the parish of St. Botolph Without, Bishopsgate, in the City of London, by a junction with the said intended Railway No. 6, at or near to Bell Square and Bloomfield-street.

No. 8.—A railway to commence in the parish of St. Leonard, Shoreditch, in the county of Middlesex, by a junction with the line of railway authorized by "The North London Railway (City Branch) Act, 1861," at or near Sun-street, and to terminate in the said parish of St. Mary, Whitechapel, by a junction with the said intended Railway No. 5, at or near the said house numbered 9 in Whitechapel High-street.

No. 9.—A railway to commence in the said parish of St. Stephen, Coleman-street, near to the junction of Whalebone-court, with White's-alley, and to terminate in the said parish of St. Botolph Without, Bishopsgate, by a junction with the said intended Railway No. 8, at or near the house numbered 194 in Bishopsgate-street Without.

No. 10.—A railway to commence in the said parish of St. Botolph Without, Bishopsgate, by a junction with the said intended Railway No. 9, at or near a house numbered 17 in New Broad-street, and to terminate in the same parish by a junction with the line of railway authorized by "The North London Railway (City Branch) Act, 1861," at or near the termination thereof at Liverpool-street.

No. 11.—A railway to commence in the said parish of St. Mary, Whitechapel, by a junction with the said intended Railway No. 5, at or near the west side of White Swan-yard near Half Moon-passage, and to terminate in the Hamlet of Mile-end Old-town, in the county of Middlesex, by a junction with the said intended Railway No. 1, near the junction of Charlotte-street and Gloucester-street.

No. 12.—A railway to commence in the said parish of St. Botolph Without, Bishopsgate, by a junction with the said intended Railway No. 8, in or near to Devonshire-square, and to terminate in the said parish of St. Mary, Whitechapel, by a junction with the Haydon-square Branch Railway at or near the place where the same passes over Little Prescott-street.

No. 13.—A railway to commence in the parish of St. Botolph, Aldgate, in the City of London, by a junction with the said intended Railway No. 12, at or near the junction of Harrow-alley and Aldgate, High-street, and to terminate in the parish of Holy Trinity, Minories, in the county of Middlesex, by a junction with the Haydon-square Branch Railway at or near the Haydon-square Goods Station, which said several intended railways 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):—Saint Paul, Deptford, and Saint Mary, Rotherhithe, in the county of Surrey; Saint Mathew, Bethnal-green; Saint Mary, Whitechapel; Mile End Old Town; Saint Dunstan, Stepney; Saint Leonard, Shoreditch; Holy Trinity, Minories; Saint George-in-the-East; and Saint John of Wapping, in the county of Middlesex; Saint Giles Without, Cripplegate; Saint Stephen, Coleman-street; Saint Peter-le-Poor; Allhallows-on-the-Wall, London Wall; Saint Botolph Without, Bishopsgate; and Saint Botolph, Aldgate, in the City of London.

And it is also proposed by the said intended Act to empower the Company thereby to be incorporated, to purchase lands, houses, and other property, by compulsion or agreement, for the purposes thereof, and to stop up and discontinue as public thoroughfares, and appropriate to the like purposes, the streets or places, or some parts of them, known as Little Bell-alley, White's-alley, and Whalebone-court, all in the said parish of St. Stephen, Coleman-street.

And it is further proposed by the said intended Act to vary and extinguish all existing rights or privileges in any manner connected with any lands, houses, and property proposed to be acquired for

the purposes thereof, which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, or any or either of them, and to confer other rights and privileges, and also to authorize the crossing, stopping up, altering, or diverting whether temporarily or permanently, of all such turnpike and other roads, railways, tramways, aqueducts, cuts, canals, streams, navigations and rivers, sewers, drains, mains, pipes, and telegraphs, within or adjoining to the aforesaid parishes and other places as may be necessary, in consequence of the construction, and for the purposes of the said intended railways and works, or any or either of them.

And it is proposed by the said intended Act to provide for the transfer to and vesting in the intended Company (by compulsion or otherwise), for the purposes of the said railways and works, of the Thames Tunnel, and all or some part of the property, estate, and effects of the Thames Tunnel Company, and to make provision for the payment to that Company, either by a sum in gross or by annual or other payments, either perpetual or terminable, or partly by the one and partly by the other or others of such means, of compensation for the premises so proposed to be transferred to or vested in the intended Company, and the said intended Act will empower the Thames Tunnel Company and the intended Company to enter into and carry into effect contracts and agreements with reference to all or any of such purposes, and will also ratify and confirm all or any agreements in relation to such purposes, or any of them, which have been or may be made by or on behalf of the intended Company with the Thames Tunnel Company, and also all or any agreements which have been or may be made by or on behalf of the intended Company with any other body or persons, whether mortgagees or creditors of the Thames Tunnel Company, or having or claiming any other interest in the Thames Tunnel and the property held in connection therewith; and the said Bill will alter, vary, or extinguish all existing rights and privileges in relation to the said Tunnel and premises which would impede or interfere with the objects and purposes of the intended Act.

And it is also proposed by the said intended Act to enable the intended Company on the one hand, and the London and North-Western Railway Company, and the London and Blackwall Railway Company, or either of them, on the other hand, to enter into and carry into effect contracts and agreements with reference to the user by the intended Company of the railway authorised by "The London and Blackwall Railway (Branch to Haydon-square) Act, 1851;" or for the transfer for a term of years, or in perpetuity, of the said railway to the intended Company, and with reference to the terms and conditions of such user or transfer, and the consideration, whether by annual or other payments, or by a sum in gross, or otherwise, to be paid in relation thereto, and to empower the said intended Company, and all Companies and persons lawfully using their railways, or any part thereof, to work over and use with their own engines, carriages, and waggons, officers, and servants the said railway, on such terms and conditions as may be agreed or settled by arbitration, or otherwise, under the provisions of the intended Act.

And it is also proposed by the intended Act to authorise the levying of tolls, rates, and charges, for the use of the railways and works of the intended Company, or any or either of them, and to confer exemptions from the payment of such tolls, rates, and charges, and to empower the intended Company to exercise all other usual and necessary powers.

And it is also proposed by the said intended Act

to empower the Company thereby to be incorporated, on the one hand, and the Great Eastern Railway Company, the North London Railway Company, the London and North-Western Railway Company, the Metropolitan Railway Company, the Midland Railway Company, the Great Northern Railway Company, the London and Blackwall Railway Company, the Great Western Railway Company, the London, Brighton, and South Coast Railway Company, the South-Eastern Railway Company, and the London, Chatham, and Dover Railway Company, or any or either of them, on the other hand, to enter into, and carry into effect, arrangements and agreements with reference to the transmission of traffic upon and over the railways of the said Companies respectively, or any or either of them, or any part or parts thereof, respectively; and to the interchange of traffic between their respective railways; and to the fixing and ascertaining, division, and apportionment between the Companies, parties to any such arrangement or agreement, of the tolls, rates, and charges arising from such traffic, and with reference to the user by any of the Companies of portions of the undertakings of the other Companies, and to confirm any agreement already made between the Company so to be incorporated, and the said other Companies, or any or either of them, in relation to any of the matters aforesaid.

And it is also proposed by the said intended Act to empower the intended Company and the Grand Surrey Dock Company to enter into and carry into effect contracts and agreements with reference to the laying down, working, using, and maintaining of rails on the quays and wharves of the said Dock Company, and the transmission of traffic along the same, and the railways of the intended Company, and to the division and apportionment between those Companies respectively of the costs and expenses to be incurred in relation to the matters aforesaid.

And it is proposed by the said intended Act, so far as may be necessary, to alter, amend, extend, and enlarge, or to 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 25th and 26th Vic., cap. 223, and all other Acts relating to the Great Eastern Railway Company; the 9th and 10th Vic., cap. 396; and the 16th and 17th Vic., cap. 97, and all other Acts relating to the North London Railway Company; the 9th and 10th Vic., cap. 204, and all other Acts relating to the London and North-Western Railway Company; the 17th and 18th Vic., cap. 221, and all other Acts relating to the Metropolitan Railway Company; the 7th and 8th Vic., cap. 18, and all other Acts relating to the Midland Railway Company; the 9th and 10th Vic., cap. 71, and all other Acts relating to the Great Northern Railway Company; the 6th and 7th Will. 4, cap. 123; the 2nd and 3rd Vic., cap. 95; the 14th and 15th Vic., cap. 28; and 17th and 18th Vic., cap. 201, and all other Acts relating to the London and Blackwall Railway Company; the 5th and 6th Will. 4, cap. 107, and all other Acts relating to the Great Western Railway Company; the 9th and 10th Vic., cap. 283, and all other Acts relating to the London, Brighton, and South Coast Railway Company; the 6th Will. 4, cap. 75, and all other Acts relating to the South-Eastern Railway Company; the 16th and 17th Vic., cap. 132; the 22nd and 23rd Vic., cap. 54, and all other Acts relating to the London, Chatham, and Dover Railway Company; and the 18th and 19th Vic., cap. 134, and any other Act or Acts relating to the Grand Surrey Docks and Canal Company; and the 5th Geo. 4, cap. 156; the 9th Geo. 4, cap. 63; the 3rd and 4th Will. 4, cap. 121; and the 3rd Vic., cap. 50, relating to the Thames Tunnel Company.

And notice is hereby further given, that on or before the 30th day of November in the present year, plans and sections of the said intended railways and works, and a book of reference thereto, a published map showing the general course of the said intended railways, and a copy of this notice, as published in the "London Gazette," will be deposited with the Clerk of the Peace for the City of London, at his office at the Sessions House, Old Bailey, in the said city; with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell; and with the Clerk of the Peace for the county of Surrey, at his office in Lambeth; and that on or before the same day, a copy of this notice, as published as aforesaid, and of so much of the said plans, sections, and book of reference as relates to each of the several parishes or places in or through which the intended railways and works are proposed to be made, will be deposited as follows (that is to say): as regards each parish which is included in Schedule A to the Act 18 and 19 Victoria, cap. 120, for the better local management of the Metropolis, with the Vestry Clerk of each such parish, at his office; in the case of each parish or place which is included in Schedule B to that Act, with the Clerk of the District Board of Works for the district in which such parish or place is comprised, at his office in that District; and in the case of each other parish with the Parish Clerk thereof, at his residence; and 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 twelfth day of November, 1863.

Wilson, Bristows, and Carpmael, 1, Copthall-buildings, London, Solicitors.

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

North Eastern Railway.

(Leeds New Central Station.)

Construction of new Central Station at Leeds; Powers to North Eastern and other Railway Companies to become Joint Owners, and to enter into Agreements; Additional Capital; Amendment of Acts; and other purposes.

NOTICE is hereby given, that application will be made to Parliament in the next Session for an Act to authorize the making and maintaining of a general railway station with all proper works, conveniences, and approaches connected therewith, to be situate principally on the north side of, and fronting, Wellington-street in Leeds, and extending back to and including the Infirmary, or some part thereof, and extending in length from the present Central Railway Station in Leeds, on the south side of Wellington-street to Albion-street, all in the township and parish of Leeds, in the West Riding of the county of York.

And in such intended Act powers will be sought to cross on the level, or over, or under, and to divert, alter, or stop up, whether temporarily or permanently, all such roads, streets, courts, passages, railways, rivers, canals, streams, bridges, and other works within the said township and parish as it may be necessary to pass across, or over, or under, or to divert, alter, or stop up for the purposes of the intended Act, or any of them, and to purchase by compulsion or otherwise all or any of the lands and houses situate in the said township and parish, and delineated on the plans, to be deposited as hereinafter mentioned, and any other lands which may be

required for the purposes of the said station and works, or for extraordinary purposes connected therewith, and to alter, vary, or extinguish all existing rights, privileges, and exemptions connected with such lands and houses, or which would in any manner impede or interfere with those purposes, or any of them, and to confer, vary, alter, or extinguish other rights, privileges, and exemptions, and also powers to levy tolls, rates, and duties for or in respect of the use of the said station and works, and to alter existing tolls, rates, and duties, and to confer, vary, or alter such exemptions from the payment of such existing and proposed tolls, rates, and duties as may be thought expedient.

And to vest such powers in the North Eastern Railway Company (hereinafter called the Company) alone, or in that Company, jointly, with The London and North Western, The Lancashire and Yorkshire, The Great Northern, The Midland, The Leeds, Bradford, and Halifax Junction, and The West Yorkshire Railway Companies (hereinafter called the six Companies); or any one or more of those Companies, and to enable those Companies, or any one or more of them, to become joint owners with the Company of the said station and works, or any part thereof, upon such terms as may be agreed upon or provided for, in, or under, the provisions of the said intended Act.

And also to enable the Company and the six Companies, or any or either of those Companies, from time to time to enter into and carry into effect contracts, agreements, and arrangements with respect to the construction, working, management, maintenance, use, and apportionment of the said station, the supply of machinery, and of officers and servants for the conduct of the traffic thereon, and the management and regulation of such traffic, the payments to be made, and the conditions to be performed with respect to such construction, working, management, maintenance, use, and apportionment, and the fixing, collection, division, and appropriation of tolls, rates, and charges.

And the said intended Act will also contain provisions authorizing the appointment of Joint Committees or Boards of Directors, for carrying into effect the objects aforesaid, or any of them.

And it is also proposed by such intended Act to authorise the Company and the six Companies, or any or either of them, to apply any of their existing funds, and to raise by the creation of new shares or stock, and by borrowing further sums of money, for the purposes of the said intended Act, and to authorise the assigning to all or 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 over, or *pari passu*, with all or any other classes or class of shares or stock in the respective Companies as may be agreed upon, or as may be provided by or under the provisions of such intended Act.

And notice is hereby further given, that, on or before the 30th day of November instant, duplicate plans and sections of the said proposed station and works, together with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the West Riding of the county of York, at his office, at Wakefield, in the said West Riding; and that on or before the said 30th day of November instant, a copy of the said plans, sections, and book of reference, and also a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of the parish of Leeds, at his place of abode.

And it is intended to incorporate in the said Bill, and make applicable to the purposes thereof, all or some of the powers and provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863;" and any other powers which may be deemed necessary for effecting the objects aforesaid.

And it is also proposed by the said intended Act to repeal, alter, amend, extend, and enlarge all or some of the powers and provisions of the several local and personal Acts of Parliament following; that is to say: 6 Will. 4, cap. 81; 1 Vic., cap. 68; 4 Vic., cap. 7; 5 Vic., session 2, cap. 80; 6 Vic., cap. 8; 7 Vic., caps. 21 and 27; 7 and 8 Vic., cap. 61; 8 and 9 Vic., caps. 34, 57, 58, 84, 92, 104, and 163; 9 Vic., caps. 58, 59, 65, and 66; 9 and 10 Vic., caps. 77, 89, 95, 96, 149, 153, 154, 164, 207, 235, 241, 242, 247, 264, and 330; 10 and 11 Vic., caps. 117, 133, 134, 140, 141, 210, 216, 218, and 219; 11 and 12 Vic., caps. 24, 55, 56, 57, 68, 71, and 81; 12 and 13 Vic., caps. 27, 58, and 60; 13 and 14 Vic., caps. 38 and 53; 14 Vic., cap. 39; 14 and 15 Vic., caps. 47, 84, and 85; 15 Vic., caps. 36, 37, 57, 96, and 114; 15 and 16 Vic., cap. 127; 16 and 17 Vic., caps. 109 and 136; 17 Vic., cap. 73; 17 and 18 Vic., caps. 164 and 211; 20 and 21 Vic., caps. 19, 33, and 46; 21 and 22 Vic., cap. 134; 22 and 23 Vic., caps. 10, 91, and 100; 24 and 25 Vic., caps. 135 and 141; 25 and 26 Vic., caps. 85, 120, 145, 146, and 154; and 26 and 27 Vic., caps. 122, 221, and 238; and the several Acts in such Acts respectively, or any of them, recited or referred to relating to the Company, or to any railway now belonging to or held or used by them, 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. 66, 110, 123, 128, 130, 208, and 223; 25 and 26 Vic., caps. 55, 66, 78, 98, 104, 118, 148, 171, 176, 194, 198, 200, 208, and 209; and 26 and 27 Vic., caps. 5, 152, 177, and 217; and any other Acts relating to the London and North-Western Railway Company, or their undertakings; 1 and 2 Will. IV., cap. 60; 2 Will. IV., cap. 69; 5 Will. IV., cap. 30; 6 and 7 Will. IV., cap. 111; 7 Will. IV., cap. 24; 1 Vic., cap. 25; 2 and 3 Vic., cap. 55; 4 Vic., cap. 25; 7 Vic., caps. 16 and 34; 7 and 8 Vic., caps. 60 and 82; 8 and 9 Vic., caps. 35, 39, 44, 54, 101, 103, 109, 166, 171, and 172; 9 and 10 Vic., caps. 185, 212, 231, 265, 266, 271, 276, 277, 282, 302, 306, 310, 312, 354, 378, 381, and 390; 10 and 11 Vic., caps. 103, 105, 163, 164, 166, 221, 240, 288, and 289; 11 and 12 Vic., caps. 71 and 115; 12 and 13 Vic., caps. 50, 71, and 74; 13 and 14 Vic., caps. 83, 95, and 99; 14 and 15

Vic., caps. 46, 56, and 89; 15 Vic., cap. 96; 15 and 16 Vic., cap. 132; 16 and 17 Vic., caps. 163 and 211; 17 Vic., caps. 58 and 59; 17 and 18 Vic., cap. 117; 21 and 22 Vic., caps. 106 and 143; 22 and 23 Vic., caps. 110 and 129; 24 and 25 Vic., caps. 34, 36, 37, 50, and 101, 25 and 26 Vic., cap. 97; and 26 and 27 Vic., cap. 5, and any other Acts relating to the Lancashire and Yorkshire Railway Company or their undertakings; 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; 23 and 24 Vic., cap. 163; 24 and 25 Vic., cap. 70; 25 and 26 Vic., caps. 1, 46, and 86; and 26 and 27 Vic., caps. 147 and 191; and any other Acts relating to the Great Northern Railway Company, or their undertakings; 7 and 8 Vic., caps. 18 and 59; 8 and 9 Vic., caps. 38, 49, 56, 50, and 181; 9 and 10 Vic., caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vic., caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vic., caps. 21, 86, and 131; 14 and 15 Vic., caps. 57, 88, and 113; 16 Vic., cap. 33; 16 and 17 Vic., cap. 108; 19 and 20 Vic., cap. 54; 22 and 23 Vic., caps. 40, 130, and 136; 23 and 24 Vic., caps. 52, 65, 66, 67, 72, and 91; 24 and 25 Vic., caps. 57, 106, and 139; 25 and 26 Vic., caps. 81, 90, 91, and 173; and 26 and 27 Vic., caps. 74, 182, and 183, and any other Acts relating to the Midland Railway Company; 15 and 16 Vic., cap. 118; 16 and 17 Vic., cap. 111; 17 and 18 Vic., cap. 162; 18 and 19 Vic., cap. 13; 22 and 23 Vic., cap. 111; 24 and 25 Vic., cap. 60; and 25 and 26 Vic., cap. 92, and any other Acts relating to the Leeds, Bradford, and Halifax Junction Railway Company; 17 and 18 Vic., cap. 160; 22 and 23 Vic., cap. 71; 24 and 25 Vic., cap. 28; 25 and 26 Vic., cap. 63; and 26 and 27 Vic., cap. 167; and any other Acts relating to the West Yorkshire Railway Company; the Leeds Central Railway Station Act, 1848, and any other Acts relating to the Leeds Central Railway Station, and the railways immediately leading to or connected therewith, or the Companies owning or interested in the same; 16 and 17 Vic., cap. 45; and 26 and 27 Vic., cap. 15, relating to the Leeds Gas Light Company; 25 and 26 Vic., cap. 28, and the several Acts therein recited relating to the Leeds New Gas Company; 10 and 11 Vic., cap. 262; 15 and 16 Vic., cap. 102; 19 and 20 Vic., cap. 80; 25 and 26 Vic., cap. 52, relating to the Leeds Waterworks Company; 28 Geo. II, cap. 41; 43 Geo. III, cap. 12; 49 Geo. III, cap. 122; 55 Geo. III, cap. 42; 5 Geo. IV, cap. 124; 2 and 3 Vic., cap. 17; 5 and 6 Vic., cap. 103 (Session 1), and cap. 104; 11 and 12 Vic., cap. 102; 19 and 20 Vic., cap. 115; and 23 and 24 Vic., cap. 132, relating to the town and borough of Leeds.

And particularly to alter and repeal all or any of the provisions of the said Acts, or any of them, which are now in force for the protection of the owner, lessee, or occupier of any property to be affected by the said Bill, or for the protection or benefit of any public trustees or commissioners, corporation, or person specifically named in such provision, which it may be necessary to alter or repeal for any of the purposes of the said Bill, and to make other provision in lieu of the powers and provisions so repealed, altered or amended; and also, if need be, to alter or vary the tolls, rates,

and charges authorized to be taken by or under any of the said Acts, and to grant exemptions from such tolls, rates, and charges, and other rights, privileges, and exemptions.

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

Dated this 12th day of November, 1863.

Richardson, Gutch, and Co., Solicitors,
York.

Llanelly Harbour Improvement.

Incorporation of the Commissioners; Power to construct a Ship Lock and Dock, and other Works, and otherwise to improve the Harbour of Llanelly; To take Lands; To connect the Dock with the South Wales and other Railways; To purchase Steam Tugs; To levy and extinguish Tolls; To lease, sell, or otherwise dispose of the Dock; To use the Railways of the Llanelly Railway and Dock Company; the South Wales Railway Company, and the Carmarthenshire Railway Company, and to enable those Companies to raise money for the Undertaking; To apply a portion of the rents or proceeds of the Public Estate of the borough of Llanelly; To construct Gas Works and supply Gas; Amendment of Acts.

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

1. to incorporate the Commissioners now authorized to act and acting under the powers of "The Burry Navigation and Llanelly Harbour Act, 1858," who are hereinafter called "The Commissioners," To revise the Constitution of the Commissioners, and to alter the mode of appointing them, and their qualification.

2. To enable the Commissioners to make and maintain the following works, that is to say:—

(1.) A ship lock and dock, to be situate within the harbour of Llanelly, and whereof the termini will be as follows, that is to say,—With an entrance from the Main Channel, at a point between the Copper Works Dock Channel and the Llanelly Railway and Dock Company's Channel, and extending eastward to or near Penrhos farm; and which said ship lock and dock will be made and maintained from, in, through, or into, the several parishes, townships, townlands, and extra-parochial places following, that is to say, in the borough of Llanelly, in the parish of Llanelly, all in the county of Carmarthen.

(2.) A ship lock and floating dock within the said harbour, whereof the termini will be as follows, (that is to say): An entrance from the Lliedi river and the Carmarthenshire Dock Channel, and extending northward to or near the South Wales Railway, and which said ship lock and floating dock will be made and maintained from, in, through, or into the several parishes, townships, townlands, and extra-parochial places following, that is to say, in the borough of Llanelly, in the parish of Llanelly, all in said county of Carmarthen.

(3.) A railway, commencing at the north and south sides of the said proposed dock (No. 1), and terminating by a junction with the existing railway of the Llanelly Railway and Dock Company, at a point or points situate at their present dock and wharfs; also a railway from the said dock (No. 1), to communicate

with the Llanelly Copper Company's Railway on the north and east sides thereof, and which said railway will be made and maintained from, in, through, or into the parishes, townships, townlands, and extra-parochial or other places following, that is to say, the borough of Llanelly, in the parish of Llanelly, all in the said county of Carmarthen.

(4.) A branch railway or approach to the said proposed dock, No. 2, commencing from the west and east sides thereof, and terminating by a junction with the South Wales Railway; also a branch railway and road from the south-east end of the said dock, No. 2, and terminating at the parish road leading along the sea side, and the said branch railway uniting with the present railway at the east and south ends or side of the same dock, and which said roads or approach and branch railway will be made and maintained from, in, through, or into, the parishes, townships, townlands, and extra-parochial or other places following, that is to say, the borough of Llanelly, in the parish of Llanelly, in the said county of Carmarthen.

(5.) A jetty or pier, and pontoon or landing stage, in the said harbour, to communicate with the said docks, No. 1, and No. 2, and which will be made and maintained from, in, through, or into the parishes, townships, townlands, and extra-parochial or other places following, that is to say, the borough of Llanelly, all in the county of Carmarthen.

(6.) A ship lock and embankment commencing at a channel belonging to the Llanelly Railway and Dock Company at or near Machynis, and terminating at or towards the eastern end of the same channel; and which will be made and maintained from, in, through or into, the several parishes, townships, townlands, and extra-parochial places following, that is to say, the borough of Llanelly, in the parish of Llanelly, all in the said county of Carmarthen.

(7.) A light house, or beacon, on the breakwater, situate at the entrance of the said harbour; and another light-house, or beacon, at the mouth of said harbour, situate in the parish of Llanelly; and to improve and maintain the present light-houses, at Whitford Point, and at the entrance of the said harbour. All which light-houses and beacons will be made and maintained and improved from, in, through, and into the several parishes, townships, townlands, and extra-parochial places following, that is to say, the parish of Llanelly, in the county of Carmarthen, and the parish of Llanmadock, in the county of Glamorgan. Together with swivel bridges, crossings, gates, ways, channels, locks, wharves, warehouses, buildings, cranes, jetties, pontoons, lights, conveniences, and works, as may be necessary for completing the said several works.

(8.) The laying down of a line on the South Wales Railway, so as to make the same of the narrow as well as broad gauge, commencing from a point distant about two miles from the said harbour and docks, along the same railway, and terminating at a point distant about 500 yards from the said dock, No. 2. And also the laying down of a broad gauge line on or along the railway of the Llanelly Railway and Dock Company's Railway, from the point where the same railway crosses the line of the South-Wales Railway to lead to the Llanelly Railway and Dock Company's Dock, which said lines will be made and maintained from, in, through, or out of the parishes, townships, townlands and extra

parochial or other places following, that is to say, the parish of Llanelly, all in the said county of Carmarthen.

3. To enable the Commissioners to cross, stop up, alter, and divert, either temporarily, or permanently, all turnpike and other roads and highways, footways, railways, tramroads, aqueducts, canals, rivers and streams, sewers, navigations, and bridges, and especially the Dafen River, within the said harbour, and within the several parishes, townships, townlands, and extra-parochial places before mentioned, or any of them, which it may be expedient to cross, stop up, alter, or divert by reason of, the construction of the said intended works, or any of them.
4. To enable the Commissioners to purchase lands, tenements, and hereditaments, for the purposes of the aforesaid works, by compulsion or by agreement and to vary, repeal, or extinguish all rights and privileges, connected therewith, or which would interfere with the construction of the said intended works, and to enable the Commissioners to use the lands, tenements, and hereditaments, now vested in them for the purposes of the said works, or any of them.
5. To authorise the Commissioners to erect and maintain cranes, in the said harbour, and to fix and maintain moorings, buoys, workings, posts, and guides or helps for the use and convenience of the ships, and vessels using the said harbour and works; and of the navigation thereof generally, and to remove, alter, and abolish the same,
6. To authorise the Commissioners to dredge, scour, cleanse, or remove any banks of sand or mud, either at the entrance of, or in, the said harbour, or in the said works, which may in anywise affect the navigation thereof, or the landing or embarking of passengers or goods, or the shipping or unshipping of goods, wares, or merchandise, to or from vessels frequenting such harbour and works,
7. To authorise the Commissioners to purchase, rent, or provide a steam tug or steam tugs, for towing ships in and out of the said harbour and works, and to regulate the rates and management of steam tugs using the same.
8. To enable the Commissioners to levy tolls, rates, duties, and charges, on or for the use of the said works; and all ships, vessels, goods, wares, and merchandise using, entering into, remaining in, or running over, any part of the same, and for the use of cranes and moorings of the Commissioners now existing, or hereafter to be constructed, and in respect of the said lighthouses; and for the services of steam-tugs, and to confer exemptions from the payment of tolls, rates, duties, and charges; and to alter and vary the existing tolls, rates, and charges of the Commissioners; and to amend and vary the powers of the Llanelly Railway and Dock Company, the South Wales Railway Company, some or one of them, for the purposes aforesaid; and to extinguish all layage dues, now demanded or collected in the said harbour.
9. To empower the Commissioners, and all persons lawfully using the said harbour and works, or any part thereof respectively, their officers and servants, to run over, work, and use with engines and carriages of every description, and for the purposes of their traffic, upon such terms and conditions, or in default of agreement, as shall be settled by the Board of Trade, or by arbitration, all or any part of the respective lines of railway, stations, watering places, engines, sidings, machinery, works, and conveniences of the Llanelly Railway and Dock Company, the South Wales Railway Company, and the Carmarthenshire Railway Company, in the parish of Llanelly, in the said county of Carmarthen; and to levy tolls, rates, and duties in respect of traffic conveyed thereon; and to empower the Commissioners to exercise and to transfer to the other parties such powers as are necessary to secure the due interchange, accommodation, protection, and direct and speedy transmission of traffic passing to, from, or over all or any part of the said harbour and works; or to or over the railways of the Llanelly Railway and Dock, the South Wales Railway, and the Carmarthenshire Companies, in the said county; and to ensure all desirable facilities for those purposes; and, in default of agreement, to refer to the Board of Trade, or to arbitration, the terms and conditions upon which such user, interchange, transfer, accommodation, protection, and transmission are to be afforded or effected.
10. To empower the Llanelly Railway and Dock Company, the South Wales Railway Company, and the Carmarthenshire Railway Company, any or either of them, to subscribe capital or lend money towards the intended works, and to appoint Directors in the Company; and to authorize the same Companies, or any or either of them, for all or any of the above purposes to raise money by shares or stock, on the credit of their respective or joint undertakings, with or without preference or priority in the payment of interest or dividend, and on such shares or stock, or by mortgage or bond; and to apply any money which may be so raised, or any surplus funds belonging to the same Companies, or either of them, in or towards the purposes above mentioned.
11. To constitute the Commissioners the proper pilotage authority for the said harbour and works, and to enable them to exercise all powers and privileges granted to Harbour Authorities by the Merchant Shipping Act, 1854, and the Merchant Shipping Amendment Act, 1862.
12. To enable the Commissioners to lease, sell, or otherwise dispose of, all or any part of the aforesaid works.
13. To compel or authorize the application by the body or person administering the same, of the whole or a part of the public estate of the borough of Llanelly, in the said county, to the purposes of the said harbour and works.
14. To construct buildings for the manufacture and supply of gas to the said harbour and docks, and to lay down mains and pipes for the purposes of such supply, and to interfere with roads, streets, and ways for that purpose, and to levy rates and rents in respect of such gas; the limits of which said gas-works shall be as follows:—
The erection of a gas-works on the Commissioners land at or near the head of the Carmarthenshire Dock. The laying down of gas mains and pipes from such gas-works to and along the several docks and shipping places, and other works in the said harbour, extending from the South Wales Railway, on the north, to Machynis on the south, as well as along the present breakwater to the lighthouse at the entrance of the said harbour.
15. To alter, amend, or repeal all or some part or parts of the following Local and Personal Acts (that is to say):—
Relating to the said Harbour, the Burry Navigation and Llanelly Harbour Act, 1858.
Relating to the Llanelly Railway and Dock Company, the Llanelly Railway and Dock Acts, 1860, 1861, 1862.
Relating to the South Wales Railway Company, the South Wales Railway Consolidation Act, 1855, and all subsequent Acts of the same Company.

Relating to the Carmarthenshire Company, the Act of 42nd Geo. 3rd, cap. 80, commonly called the Carmarthenshire Railway or Tram-road Company's Act.

Relating to Llanelly Borough.

The Act of 47 Geo. 3rd, cap. 107, commonly called the Llanelly Burgesses Act. The Provisional Order of the General Board of Health of 31st July, 1850. The Public Health Supplemental Act, 1850 (No. 3.)

Relating to the Llanelly Gas Company.

The Act of 5 Wm. 4th, sess. 1835. For lighting with gas the town and neighbourhood of Llanelly, in the county of Carmarthen.

16. To incorporate in the said Bill all or some of the provisions of the Company's Clauses Consolidation Act, 1845; the Company's Act, 1863; the Lands Clauses Consolidation Acts, 1845; the Lands Clauses Consolidation Act Amendment Act, 1860; the Railways Clauses Consolidation Act, 1845; the Railway Clauses Act, 1863; the Commissioners Clauses Act, 1847; the Harbour, Dock, and Piers Act, 1847; the Harbour Passing Tolls Act, 1861; the General Pier and Harbour Act, 1861; the Merchant Shipping Act, 1854; the Merchant Shipping Amendment Act, 1855; the Merchant Shipping Amendment Act, 1862; the Harbour Transfer Act, 1862; and the Gas Works Clauses Act, 1847.

On or before the 30th day of November instant, duplicate plans and sections of the said works, together with a book of reference to such plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of the lands and property proposed to be taken, with a published map showing the line and situation of the said 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 Carmarthen, at his office at Carmarthen; and also on or before the said 30th day of November instant, a copy of so much of said plans, sections, and books of reference as relates to the several parishes or extra-parochial places, in or through which the said 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, from, in, through, or into which the said works are intended to be made and maintained, or in the case of an 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 before mentioned, will be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1863.

B. Jones, Llanelly, Solicitor for the Bill.

London (City) Tithes.

(Arrangements for Commutation of Tithes, or Payments in lieu of Tithes, in certain Parishes in the City of London.—Application of Tithe Commutation Acts.—Amendment of Acts.)

NOTICE is hereby given that application 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:—

For the commutation of the tithes or customary payments in lieu of tithes within all or any of the following parishes in the City of London, namely, Allhallows, London-wall; Allhallows the Less, Allhallows Barking, Tower-street; Allhallows Staining, Mark-lane; Saint Alphage, London-wall; Saint Andrew Undershaf, Leadenhall-street; Saint

Ethelburga, Bishopsgate-street; Saint Helen, Bishopsgate; Saint John the Evangelist, Friday-street; Saint Katherine Coleman, Fenchurch-street; Saint Martin Outwich, Threadneedle-street; Saint Olave, Hart-street; Saint Nicholas in the Shambles, Crutchedfriars; Saint Peter-le-Poor, Broad-street; Saint Botolph without Aldgate, Christchurch, Newgate-street; Saint Gregory by Saint Paul's, Saint Mary, Colechurch, and Saint Benet Fink.

For fixing the rent charge or annual payments to be made to the rectors, incumbents, or improPRIATORS of such parishes respectively, either permanently or subject to such periodical adjustments or revision, according to the average price of corn, or otherwise, in such manner as may be prescribed in the Bill.

For regulating the terms of the commutation, and the amount of the annual sums or payments to be made in respect of such commutation.

For making applicable, so far as necessary to the objects of the Bill, the provisions of the Tithe Commutation Acts, and more especially of the Acts 6 and 7 William 4, cap. 71; 9 and 10 Victoria, cap. 73; and 23 and 24 Victoria, cap. 93; and for repealing the provisions which exclude the City of London from the operation of the first-mentioned Act, and for enabling the Tithe Commissioners for England and Wales to give effect to the objects of the Bill, or to make other arrangements for such purpose.

For regulating the assessment and collection of the rent-charges or annual payments in lieu of tithes or customary payments, and to make provision for levying of the same by rates on the owners or occupiers of property in the before-mentioned parishes, or any of them, and for extinguishing the tithes and customary payments in such parishes.

The Bill will vary or extinguish all rights and privileges which interfere with its objects, and will confer, vary, or extinguish exemptions from rates or payments, will amend the Act 37 Henry 8th, cap. 12, and any decree made in pursuance thereof, and any other Act of Parliament, Letters Patent, Charter, Order, Precept, or Decree which relate to the matters aforesaid, and will confer all other needful powers for carrying into effect the objects of the Bill.

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, 1863.

Hollingsworth, Tyerman, and Green, 24, Gresham-street, London, Solicitors for the Bill.

In Parliament.—Session 1864.

Ipswich Gas Light Company.

(Increase of Capital.)

THE Ipswich Gas Light Company intend to apply to Parliament in the next Session thereof for leave to introduce a Bill to enable them to increase the capital of the Company by shares and by borrowing, as the Bill may define.

For this purpose the Bill will amend the Acts 1 and 2, Geo. IV., cap. 76, and 10 and 11 Vic., cap. 7, relating to the Company and will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" and "The Gas Works Clauses Act, 1847."

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 13th day of November, 1863.

Ebenezer Goddard,

Secretary to the said Company.

In Parliament.—Session 1864.

Colne Fishery Bill.

(Repeal or Amendment of Act of 31 George II.; Constitution of Colne Fishery Company; Application of Revenues; Management of the Fishery; Fishery powers to Corporation of Colchester.)

THE Mayor, Aldermen, and Burgesses of the Borough of Colchester (who are hereinafter called the Corporation), intend to apply to Parliament in the next Session thereof, for leave to introduce a Bill for the improvement, regulation and management of the Oyster Fishery in the River Colne, between the North Bridge in the borough of Colchester, and Westnesse, otherwise St. Osyth Point, and in the creeks and branches of the said river within the said extent. With these objects the Bill will confer and contain powers and provisions for the following, or some of the following, among other purposes:—

1. The amendment, extension or repeal of the powers and provisions of an Act passed in the 31st year of the reign of King George II., intituled "An Act for regulating, governing, preserving, and improving the Oyster Fishery in the River Colne, and waters thereto belonging."

2. The regulation and incorporation of the Colne Fishery Company, and the definition and restriction of the future powers, privileges, duties and liabilities of the same Company and of the present and future members thereof, and the control and application of the revenues of the same Company.

3. The grant by the Corporation of licenses for dredging, and also the grant for taking the floating fish at an annual rent, or by way of lease or otherwise, and for preventing, dredging and fishing from being carried on, unless by persons so licensed.

4. The regulation of the sale of the produce of the said fishery, and the apportionment between the Company and the Corporation of the proceeds arising from such sale and the appropriation of part of such proceeds to the maintenance and improvement of the said fishery.

5. The varying, restricting or extinguishing for the purposes of the Bill of any existing powers or privileges claimed or exercised by the said Company or by any of the members thereof, or by any other persons with reference to the said fishery, and the varying or extinguishing of any other rights or privileges which may interfere with the objects of the Bill.

6. The levying by the Corporation of fees or charges for the grant of licenses and the increasing or diminishing of any fees or charges now usually levied by them for such licenses.

7. The borrowing of money for the purposes aforesaid, by the Corporation upon the credit of the yearly income and other monies to be derived from the said fees or charges or from the said fishery or from the Corporate Estates or Corporate funds or rates of the Borough of Colchester, or by one or more bond or bonds of the Corporation under their common seal, and the monies borrowed to be deemed the common debt of the said Company, with directions as to the payment thereof, and in case of non-payment powers for levying and raising the same, or from all or any of the said sources.

8. The making of bye-laws, orders, rules, and regulations by the Corporation and the Company, separately or conjointly, with respect to the matters aforesaid, and to the conduct and management of the fishery, and especially with respect to the times at which oysters may be dredged; the quantity or stint of oysters which may be taken; the size of the oysters which may be dredged; the size of the boats which may be employed; the parts of the

river which may be dredged; the places where refuse may be deposited; the times, mode, and place for the deposit, and sale of oysters, and the duties of the water Bailiff and his assistants, and the enforcing by such bye-laws, orders, rules, and regulation by penalties, by forfeiture of license, and otherwise.

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

Dated this 11th day of November, 1863.

Turner and Deane, Colchester,
Solicitors for the Bill.

Dyson and Co, 24, Parliament Street,
Westminster, Parliamentary Agents.

River Dee Conservancy and Improvement.

(Constitution of Conservancy Board; Transfer to them of Estate, Rights, and privileges of River Dee Company; Power to Levy Tolls, Rates and Dues; Powers to said Board and Company to make and carry into effect Arrangements and Agreements; Powers to Improve navigation; Amendment or Repeal 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 to carry into effect the following, or some of the following, among other purposes, and to confer the following, or some of the following, among other powers, that is to say;

To constitute the present River Dee Commissioners, or the said commissioners, and new and additional commissioners, or other persons into a board of conservancy for the protection and improvement of the navigation of the river Dee and estuary thereof, from a point in the said river called Wilcox Point, in or near to the city of Chester, in the parish of the Holy and Undivided Trinity, in the city of Chester, and county of the same city, down to a point called the Point of Ayr, at or near to the mouth of the said river, on the west shore thereof, in the parish of Llanasa and county of Flint, and also down to another point called Hilbre Point, likewise at or near the mouth of the said river on the east shore thereof, in the parishes of West Kirby and St. Oswald, Chester, or one of them, in the hundred of Wirral, in the county of Chester, and including all streams, havens, creeks, bays, and inlets within the limits aforesaid; and, if necessary, to extend, vary, and enlarge the powers of the said commissioners, and to transfer to and vest in such commissioners or board of conservancy all or some of the rights, powers, and privileges which the Company of proprietors of the undertaking for recovering and preserving the navigation of the River Dee (hereinafter called the River Dee Company) or any other corporations or persons, have heretofore possessed at common law by prescription, grant, usage, custom or charter, or under the Acts of Parliament hereinafter mentioned or referred to, or under any other Act or Acts, in and over the said River Dee and estuary thereof, and the several rivers, streams, creeks, and water-courses within the flow and reflux of the stream or tide within the said river and estuary within the limits aforesaid, and connected therewith, in so far as may be necessary for the purposes of the said intended Act.

To confer upon the commissioners or board of Conservancy, to be constituted by the said intended Act, powers, to improve the navigation of the said river, and to make and maintain such embankments, mounds, fences, river walls, dams, cuts, sluices, locks, reservoirs, channels, and other

works as may be necessary for the purposes of such improvement; and also to make bye-laws for the regulation, improvement, and management of the said River Dee, and the estuary thereof, and such other rivers, streams, and water-courses, havens, creeks, and inlets as aforesaid; to set out boundaries, and to widen, deepen, straighten, dredge, protect, and otherwise improve the bed, channel, and banks of the said river, and of all parts of the waters and estuary connected therewith; to remove all obstructions to the free navigation of the said river and estuary; to impose penalties on all persons placing or continuing obstructions, or throwing, emptying, or depositing ballast in the said river or estuary; to appoint and remove harbour-masters, collectors, and other officers; to place buoys, beacons, and mooring chains in the said river and estuary; to regulate and manage the police thereof; to compel the removal of wrecks therefrom, and to make, maintain, grant, and license basins, docks, harbours, piers, jettys, and quays, with all proper conveniences, for the navigation and improvement of the said river and estuary, and for the safety and convenience of ships, steam vessels, and other craft navigating the same.

To purchase by agreement lands, houses, tenements, and hereditaments, waters, buildings, and private moorings, for the purposes aforesaid; and likewise to repeal, alter, modify, or transfer to the said commissioners or board of conservancy all tolls, rates, town, quay, coal, and ballast, or other rates and dues levied upon or in respect of ships, vessels, or other craft, or goods, wares, merchandise, ballast, and other commodities, laden or unladen, entering into or using the said navigation within the limits aforesaid, and all exclusive rights and privileges connected therewith; and also to levy the same or other rents, tolls, rates, and duties in respect of the navigation of the said river and estuary, and the works connected therewith, and to vary or extinguish all rights and privileges which may in any manner interfere with the improvement of the navigation of the said river and estuary, or with the powers sought to be conferred by the said intended Act, and to compound for tolls; and to confer, vary, or extinguish exemptions from tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

To enable the said commissioners or board of conservancy, and the said River Dee Company respectively, to make and carry into effect arrangements and agreements whereby the said commissioners or board may be enabled, by funds to be contributed by the said Company, or raised by way of mortgage or rent-charge upon, or sale of, the property and estate of the said Company, or any part or parts thereof, to carry all or any of the purposes aforesaid into effect, and to enable the said Company to do and execute all and whatsoever Acts and deeds may be necessary for giving effect to such arrangements and agreements, and thereafter to hold their said property and estate, or such part thereof as may be agreed upon, freed and discharged of all liabilities in regard to the maintenance and improvement of the said navigation, or of any other burdens imposed upon them by the hereinafter mentioned Acts, or any of them, and to sell, lease, or otherwise dispose of the said property and estate, or any part or parts thereof, as they may see fit.

To raise money by mortgage of the lands and other property now belonging to the said River Dee Company, and also of the tolls, rates, and duties to be granted or transferred by the said intended Act for carrying the purposes of the same into execution; and all such other powers and provisions as may be deemed necessary for carrying

into effect the purposes aforesaid, or as are usually inserted in Acts, of a like nature.

To alter, modify, and amend the constitution of the Company, and the powers vested in them by the hereinafter mentioned Acts, or any of them, in so far as may be necessary or convenient for the purposes of the said intended Act, or otherwise, and thereunto to incorporate certain parts of "The Companies Clauses Consolidation Act, 1845," and "The Companies Clauses Act, 1863."

To enable the Company and the said commissioners, or board, or either of them, and the trustees of the Lower King's Ferry Roads to make and carry into effect arrangements and agreements with respect to the cost and manner of maintaining the ferry over the River Dee, called the Lower King's Ferry, and the approaches thereto.

And powers will be taken by the said intended Act, in so far as may be necessary for the purposes aforesaid, or any of them, to amend, alter, or repeal so much of the Acts following as may be still in force relating to the navigation of the River Dee, and to the River Dee Company, namely: an Act passed in the 11th and 12th years of the reign of Wm. III., intitled, "An Act to enable the Mayor and Citizens of the City of Chester to recover and preserve the navigation of the River Dee," and (local and personal) 6th Geo. II., cap. 30; 14th Geo. II., cap. 8; 17th Geo. II., cap. 28; 26th Geo. II., cap. 35; 1st Geo. III., cap. 88; 5th and 6th Geo. IV., cap. 88; and "The Dee Standard Restoration Act, 1851," also the several Acts following, or some of them, relating to the Lower King's Ferry Roads, in the county of Flint (that is to say), local and personal, 5th and 6th Wm. IV., cap. 4; 1st Vic., cap. 19; 23rd and 24th Vic., cap. 32; and also all other Acts, charters, grants, customs, rights, and privileges, which may be inconsistent, or would interfere with the exercise of the powers and provisions of the said intended Act.

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

Dated this 10th day of November, 1863.

Potts and Roberts, Chester,

Solicitors to the Bill.

Martin and Leslie, 27, Abingdon-street,
Westminster,

Parliamentary Agents.

North Cheshire Water Works.

(Incorporation of Proprietors in North Cheshire Water Works Company (Limited); Change of Name; Confirmation and Maintenance of Works, and Acquisition of Lands; Defining Limits of Supply; Further Provisions relating thereto; Further Money Powers; Confirmation of an Agreement, and Authorising further Agreements with Manchester Municipal Corporation; Amendment of their Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament next session for leave to bring in a Bill to incorporate into a Company the proprietors of the North Cheshire Waterworks Company (Limited) (hereinafter called "the existing Company"), and such other persons and corporations as may become proprietors in the undertaking, and to change the name of the Company, and to define and regulate their undertaking, share capital, and borrowing powers, and to make further provision for the regulation and management of their affairs and proceedings, and to authorise them to raise more money by the creation of new shares and stock in their undertaking, either with or without any preference or priority of interest or dividend, or

other special privileges, and by borrowing on mortgage or otherwise, and to vest in the Company so to be incorporated all the works, lands, buildings, property, rights, powers, and privileges, easements, licenses, and benefits of licenses and agreements now belonging to the North Cheshire Waterworks Company (Limited).

To alter or annul the existing constitution and incorporation of the existing Company, and if need be to dissolve them.

And it is intended by the said Bill to confer upon the Company so to be incorporated powers for effecting the following objects, or some of them, viz.:

To supply water for private consumption and for purposes of trade, and public and other purposes, to the whole of the parishes of Bowdon and Ashton-upon-Mersey, Northen, Warburton, and Lymm, all in the county of Chester, and to enable any local board, commissioners, inspectors, and other public and local bodies, to enter into agreements with the Company, and to raise money by rates or otherwise for any of such purposes.

To maintain, repair, and renew the following works already constructed by the existing Company (to wit):

No. 1. A conduit or line of pipes commencing in the township of Stretford, in the parish of Manchester, and county palatine of Lancaster, by a junction with the main of the mayor, aldermen, and citizens of the city of Manchester (hereinafter called the Manchester Corporation), at the meter-house, constructed by the existing Company, at Old Trafford, at or near the junction of Stretford New-road and Chester-road, and passing thence along or under the Crossford-bridge and Manchester turnpike road, and the Washway turnpike road leading from the said Crossford-bridge and Manchester turnpike road, and by the market-place of Altrincham, the Stockport and Warrington turnpike road, leading from Altrincham to Stockport, George-street, Railway-street, the Downs, and Burying-lane, and down the hill, by Bowdon School and past Bowdon Hall, and along Vicarage-lane, and terminating in the parish of Bowdon, in the county of Chester, at or near Vale Cottages, in Vicarage-lane aforesaid, in that parish, which said conduit or line of pipes passes from, in, through, or into the parishes, townships, and places following, or some of them, that is to say: Old Trafford, Stretford, and Manchester, in the county palatine of Lancaster; and Sale, Timperley, Altrincham, Ashton-upon-Mersey (parish and township), Dunham, and Bowdon (parish and township), in the county of Chester.

No. 2. A conduit or line of pipes, commencing by a junction with the said conduit or line of pipes No. 1, at or near the market-place, in the township of Altrincham, in the parish of Bowdon aforesaid, and passing thence along or under the Washway turnpike road to its junction with the turnpike road of the united trust of the Cranage and Warrington and Macclesfield and Tabley turnpike roads leading from Altrincham to Knutsford, and by Turf-lane, to and terminating by a junction with the said conduit or line of pipes No. 1, at or near the junction of Burying-lane and Turf-lane, in the township and parish of Bowdon aforesaid, which conduit or line of pipes (No. 2) passes from, in, through, or into the parishes, townships, and places of Altrincham, Dunham, and Bowdon (parish and township) in the county of Chester or some of them.

No. 3. A conduit or line of pipes, commencing by a junction with the said conduit or line of pipes No. 1, at or near the Bull's Head public-house, in the township of Sale, in the parish of Ashton-upon-Mersey, and county of Chester, passing from, in,

through, or into the parishes, townships, or places of Sale and Ashton-upon-Mersey (parish and township), or some of them, and terminating in the township and parish of Ashton-upon-Mersey aforesaid, at or near Ashton Villas, belonging to Samuel Watts, Esquire.

No. 4. A conduit or line of pipes wholly in the township of Sale, in the parish of Ashton-upon-Mersey aforesaid, commencing by a junction with the said conduit or line of pipes No. 1, at or near the Bull's Head public-house aforesaid, and terminating at or near the houses called Mayfield, belonging to Horatio Davenport, Esquire.

No. 5. A conduit or line of pipes wholly in the township of Sale, in the parish of Ashton-upon-Mersey aforesaid, commencing by a junction with the said conduit or line of pipes No. 1, at or near Sale-terrace, and passing along or under Marsland's lane, and terminating at or near Lime-grove.

No. 6. A conduit or line of pipes wholly in the township of Timperley, in the parish of Bowdon aforesaid, commencing by a junction with the said conduit or line of pipes No. 1, at or near the house occupied by William Marshall, Esq., at the end of Timperley-lane, and terminating at or near Addison-villas.

No. 7. A conduit or line of pipes commencing by a junction with the said conduit or line of pipes (No. 1) at or near the market-place, in the township of Altrincham aforesaid, and passing along or under Victoria-street, and the Stockport and Warrington turnpike road to its junction with Moss-lane, and by Moss-lane and Bloomsbury-lane to its junction with the said Stockport and Warrington turnpike road, and along that turnpike road and passing from, in, through, or into the parishes, townships, and places of Altrincham, Timperley, Baguley, and Bowdon (parish and township), in the county of Chester, or some of them, and terminating at or near Fairy Well Brook, in the said township of Baguley and parish of Bowdon.

No. 8. A conduit or line of pipes commencing by a junction with the said conduit or line of pipes No. 1, at or near Railway-street, in the township of Altrincham aforesaid, and passing along or under Ashley-road and Long-lane, and passing from, in, through, or into the parishes, townships, or places of Altrincham, Hale, and Bowdon (parish and township), in the county of Chester, or some of them, and terminating in the said Long-lane, in the township of Hale, and parish of Bowdon aforesaid, at or near the house belonging to and occupied by Mr. Richard Clarke.

No. 9. A conduit or line of pipes commencing by a junction with the said conduit or line of pipes, No. 8, lastly hereinbefore described in the township of Altrincham aforesaid, at or near Brunswick Cottage, in Ashley-road, belonging to or occupied by Mr. Samuel Delves, and passing thence along or under the said road to and under Peel-causeway, in the townships of Altrincham and Hale aforesaid, and terminating at or near the Peel Causeway Station of the Cheshire Midland Railway in the said township of Hale, which said conduit or line of pipes, No. 9, passes from, in, through, or into the parishes, townships, and places of Altrincham, Hale, and Bowdon (parish and township), in the county of Chester, or some of them.

No. 10. A conduit or line of pipes wholly in the township and parish of Bowdon aforesaid, commencing by a junction with the said conduit or line of pipes, No. 9, lastly hereinbefore described, at or near the junction of Ashley-road and Peel-causeway aforesaid, and passing thence along or under Stamford-road, and terminating by a junction with the said conduit or line of pipes

No. 1, at or near the parish-church, in the said township and parish of Bowdon.

No. 11. A sewer or drain wholly in the township of Stretford, in the parish of Manchester aforesaid, commencing at the hereinbefore mentioned Meter-house, constructed by the existing Company, at or near Old Trafford aforesaid, and passing thence in a north-westerly direction under the Crossford-bridge and Manchester turnpike-road, and the Manchester South Junction and Altrincham Railway, and terminating and emptying itself into the canal belonging to the trustees and devisees of the late Duke of Bridgewater, at a point distant 60 yards or thereabouts, measuring in a north-westerly direction from the said Meter-house to the said canal.

Together with the Meter-house aforesaid and the existing Company's branch pipes, supply pipes, and communication pipes, fire plugs, meters, and other works and conveniences within the parishes, townships, and places aforesaid.

To make, lay down, repair, and renew, drains, mains, and supply pipes, wells, and other requisite works within the parishes, townships, and places named in this notice; and for the purposes of the Bill to divert, alter, stop up, temporarily or permanently, break open, and to lay down pipes and other works in, under, or over any roads, ways, bridges, streets, public places, railways, canals, towing paths, sewers, drains, and watercourses, in or near the parishes, townships, and places aforesaid.

To hold and retain compulsorily the sites of the existing works and buildings constructed by the existing Company and other lands now occupied by them in the parishes, townships, and places aforesaid, and to purchase, take, and hold compulsorily or by agreement any estates or interests therein not already acquired by the existing Company, and also other lands in the parishes, townships, and places aforesaid requisite for their undertaking, or to purchase and take compulsorily easements in and over the same.

To levy rates, rents, and charges for the supply of water, and to alter those now taken by the existing Company, and to confer, vary, or extinguish exemptions from the payment thereof, 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.

And it is intended to effect by the Bill the objects following, or some of them, viz.:

To incorporate with the Bill all or some of the provisions of "The Waterworks Clauses Act, 1847 and 1863;" "The Companies Clauses Consolidation Act, 1845;" and "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" and "The Lands Clauses Consolidation Acts Amendment Act, 1860."

To sanction and give effect to an agreement made between the existing Company and the Manchester corporation for the supply of water by that corporation to the Company, and for other purposes, and to extend and apply that agreement to the new Company and their proposed supply; and to confer upon that corporation and the new Company further powers relating to such supply, and also powers for an additional supply for the use of places to which the new Company may extend their supply; and to authorize further agreements between them for the purposes aforesaid, either in addition to, or substitution for the existing agreement, and (so far as requisite for the purposes of the Bill) to amend "The Manchester Corporation Waterworks Act, 1847;" "The Manchester Corporation Waterworks Act, 1848;" "The Manchester Corporation Waterworks Act, 1854;" "The Manchester Corporation Waterworks Act,

1858;" "The Manchester Corporation Waterworks Act, 1860;" and "The Manchester Corporation Waterworks Act, 1863."

To make further provision for the protection of the works and property of the Company, and for defining and regulating the supply of water by them, and the terms and conditions of such supply, and for preventing waste and misuse of water.

Plans and sections of the works to be maintained and made respectively, and plans of the lands over which compulsory powers are sought, with books of reference to such plans respectively, and a copy of this notice will, on or before the 30th day of November, 1863, be deposited for public inspection with the Clerk of the Peace for the county palatine of Lancaster, at his office at Preston, in that county, and with the Clerk of the Peace for the county of Chester, at his office at Chester, in that county; 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, or extra-parochial place in or through which the works are made, or in which such lands are situate, and 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.

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

Dated this 10th day of November, 1863.

Robert William Bennett, Manchester and Altrincham, Solicitor for the Bill.
Dorington and Co., Parliament-street, Westminster, Parliamentary Agents.

London and Blackwall Railway. Extensions, &c. (Extensions and Improvements of Railway and Works in Parishes of Saint Dunstan, Stebonheath, otherwise Stepney, Saint Anne, Limehouse, and All Saints, Poplar, in the County of Middlesex; Additional Lands at Stepney and at Fenchurch-street Station; Additional Share and Loan Capital; Arrangements as to Capital; 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, or some of the following, among other purposes (that is to say):

To enable the London and Blackwall Railway Company (hereinafter referred to as the Company) to make and maintain the several railways and works hereinafter-mentioned, or any of them, or any part or parts thereof respectively (that is to say):

No. 1. A railway commencing by a junction with the London and Blackwall Railway, in the parish of Saint Anne, Limehouse, and county of Middlesex, on the eastern side of the Limehouse Station, at or near the east end of the platform of that station, passing from, in, through, or into the several parishes, townships, and extra-parochial places of Saint Anne, Limehouse, and All Saints, Poplar, or one of them, in the county of Middlesex, and terminating at a place in the parish of All Saints, Poplar, at or near Manchester-road, at or about a point opposite to the entrance gate into the works of Messrs. Westwood, Baillie, and Co.

No. 2. A railway wholly in the parish of All Saints, Poplar, from and out of the first-mentioned intended Railway (No. 1), commencing by a junction

tion therewith at or in certain lands in the occupation of James Henry Spencer, near to and on the east side of the East Ferry-road, and terminating at or near the bank or river wall of the River Thames at a point about twenty-five yards to the east of the cut or landing place at the end of Johnson-street.

No. 3. A railway wholly in the parish of All Saints, Poplar, from and out of the first-mentioned intended Railway (No. 1), commencing by a junction therewith at or in certain lands in the occupation of John Brooker, 110 yards or thereabouts from Manchester-road, where the Railway No. 1 is proposed to terminate, and terminating at or near the bank or river wall of the River Thames, in the works now occupied by the Admiralty, at a point being about 71 yards east of the eastern boundary of the works of Messrs. Westwood, Baillie, and Company.

No. 4. A railway commencing in the parish of Saint Dunstan, Stebonheath, otherwise Stepney, by a junction with the line of the London and Blackwall Extension Railway from Stepney to Bow, at or near a point about 133 yards northward from the Rhodeswell-road, where the same is now crossed by the Extension Railway lastly mentioned, and terminating in the parish of Saint Anne, Limehouse, by a junction with the line of the London and Blackwall Railway to Blackwall, at or near the place where that railway passes over Island-row.

In connexion with the first-mentioned intended Railway (No. 1), to authorize the Company to acquire compulsorily additional lands and houses in the parish of Saint Anne, Limehouse, between Gun-lanc, Railway-buildings, and Rich-street, and to stop up the street called Railway-buildings, and the part of the street called South-street, westward of the point where the same passes under the railway to join Rich-street, and to appropriate and use for the purposes of the railway the street so stopped up.

To authorize the widening, enlargement, and improvement of a part of the London and Blackwall Railway, on the southern side thereof, and the taking of additional lands and houses for stations, sidings, and other accommodation, commencing at or near Dorset-street, in the parish of St. Dunstan, Stebonheath, otherwise Stepney, and terminating at or near Regent-street, in the parish of St. Dunstan, Stebonheath, otherwise Stepney.

To authorize the enlargement and improvement of the Fenchurch-street Station of the London and Blackwall Railway, in the parishes of Saint Olave, Hart-street, Saint Katherine Coleman, and Allhallows Staining, Mark-lane, or some of them, in the City of London; such enlargement and improvement to be made at the western and southern sides of such station; and for the purpose of such last mentioned enlargement and improvement to stop up that part of London-street which runs into Mark-lane, and is situate in the parish of Allhallows Staining, Mark-lane.

To authorize the Company to construct stations, sidings, junctions, roads, approaches, bridges, cuts, drains, tramways, and other works and conveniences, and to remove shoals or banks, and deepen, scour, or cleanse the foreshore or bed of the River Thames adjacent to the termination of the railways secondly and thirdly hereinbefore described.

The intended railways, works, widenings, and improvements will pass from, in, through, or into, and the lands and houses which will or may be taken for the purpose thereof are situate in the several townships, parishes, and extra-parochial places of Saint Dunstan, Stebonheath, otherwise Stepney, Ratcliffe, Saint Anne, Limehouse, and All Saints, Poplar, or some of them, in the county of Middlesex; Saint Olave, Hart-street, Saint

Katherine Coleman, and Allhallows Staining, Mark-lane, or some of them, in the city of London.

The Bill will contain provisions for the following purposes, or some of them:—

To enable the Company and the East and West India Docks Company to enter into and carry into effect agreements with reference to the construction and use of the first described intended railway, or any of the works connected therewith, in or through the property of the Dock Company; or over or across the locks, cuts, channels, yards, or premises of the Dock Company, and to make provision for the settlement of any matters in difference by the Board of Trade or by arbitration, and for the prescribing of regulations as to the opening of the railway bridges across any lock, cut, or basin belonging to the Dock Company.

To authorize the Company and any owner of property jointly or separately to construct tramways from the lines of the intended railways first, secondly, and thirdly described, or any of them, into any ship-building yards, wharves, manufactories, or works lying between the said intended railways, or any of them, and the River Thames, and to cross any public or other road, for that purpose, subject to such consent or superintendence, and under such regulation, as may be contained in the Bill.

To authorize the Company to purchase by compulsion the lands, houses, and property required for the purposes of the intended railways, widenings, improvements, and works, and compulsorily to take or acquire easements in, through, over, or under lands and houses, to levy rates, tolls, and duties for the use of the intended railways and works, and to confer exemptions from rates, tolls, and duties.

To authorize the Company to make lateral deviations from the lines of the intended railways and works to the extent or within the limits shown on the plans hereinafter mentioned, and such alterations of the levels shown on the sections beyond the deviations allowed by "The Railways Clauses Consolidation Act, 1845," as may be necessary or expedient in constructing the railways where they interfere with or affect streets, cuts, locks, sewers, and drains.

To authorize the Company to stop up, divert, or alter, whether temporarily or permanently, roads, streets, squares, highways, courts and passages, and to use and appropriate any road, street, court, square, or passage so stopped up.

To authorize the Company to raise additional capital by the creation and issue of new shares or stock, either as part of the ordinary capital of the Company or as a separate capital distinct from the existing capital of the Company, or partly by one of such means and partly by the other, and either with or without stipulations for the ultimate consolidation of the separate capital with the existing capital, and, if they think fit, to attach any rights and privileges to any new shares or stock, whether in preference or priority of dividend, over the ordinary capital of the Company, or as a primary charge upon the traffic or profits of the intended railways, or any of them, or otherwise, and to authorize the Company to raise money by mortgage, loan, or debenture stock, in such manner and with or without any limitations as to the period of raising the same, and charged upon the undertaking of the Company, or any separate portion thereof, as may be provided in or under the powers of the intended Bill, and to authorize the Company to apply to all or any of the objects of the Bill any money which they are now authorized to raise under any of the existing Acts relating to the Company, or any part of their corporate funds, and to make other arrangements with reference to the construction and working of the intended railways, or any of them, and the profits arising therefrom.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself all or some of the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of the following and of any other Acts relating to the London and Blackwall Railway Company, namely (Local and Personal Acts), 6 and 7 William 4th, cap. 123; 1st Victoria, cap. 133; 2 and 3 Victoria, cap. 95; 4 Victoria, cap. 12; 5 Victoria, cap. 34; 8 and 9 Victoria, cap. 203; 9 and 10 Victoria, cap. 273; 11 and 12 Victoria, caps. 90 and 111; 12 and 13 Victoria, cap. 73; 13 and 14 Victoria, cap. 30; 14 Victoria, caps. 28 and 30; "The London and Blackwall Railway Acts," "1855," "1860," and "1862," and also of the following and of any other Acts relating to the East and West India Docks, namely, 1st Victoria, cap. 9, and will alter rates, tolls, and duties, and confer, vary, or extinguish exemptions from tolls, rates, and duties, and other rights and privileges.

Duplicate plans and sections describing the lines, situation, and levels of the proposed railways, widenings, improvements, and works, and the lands, houses, and other property in or through which they will be made, or which may be taken under the provisions of the Bill, 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, 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 the Sessions-house, Clerkenwell; and with the Clerk of the Peace for the city of London, at his office in the Old Bailey; 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 railways, widening, improvements, and works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice, will be deposited as follows:—As regards the parish of Saint Dunstan Stebonheath, otherwise Stepney, the hamlet of Ratcliffe, and the parish of Saint Anne, Limehouse, respectively, with the Clerk of the Limehouse District Board of Works, at his office in that district; as regards the parish of All Saints, Poplar, with the Clerk of the Poplar District Board of Works, at his office in that district; and as regards any parish in the city of London, with the Parish Clerk of 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, 1863.

*Hollingsworth, Tyerman, and Green, 24,
Gresham-street;*

*Pearce, Phillips, Winkworth, and Pearce,
Gresham-house, Old Broad-street;
Solicitors for the Bill.*

Rea Valley Railway.

(Incorporation of Company, Construction of Railway from the Bishop's Castle Railway at Chirbury to Minsterley; Running Powers over the Bishop's Castle Railway and Minsterley Branch of the Shrewsbury and Welchpool Railway, and to the London and North-Western Railway Company, and other Companies over the proposed Railway; Traffic and other arrangements with the London and North-Western and other Companies; Use of the Shrewsbury Station; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to incorporate a Company (herein called "The Company"), and to empower the Company to make and maintain the railway hereinafter mentioned, with all necessary and convenient works, stations, approaches, and communications connected therewith (that is to say):—A railway commencing by a junction with the authorized line of the Bishop's Castle Railway, in a certain field in the parish of Chirbury, in the county of Salop, belonging to the Right Honourable Edward James, Earl of Powis, and in the occupation of Thomas Watts, and which said field is numbered 39, on the plans of the Bishop's Castle Railway, deposited with the Clerk of the Peace for the said county of Salop, and is distant three miles, one furlong, and three chains, or thereabouts, from the Western Terminus of such last-mentioned railway; and 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):—Chirbury, Marlington, Walcot, Heightley, Hockleton, Woodmoor, Wotherton, Marton, Grotton, Wilmington, Stockton, Rorrington, Worthen, Brockton, Leigh, Habberley Office, Habberley Hayes, Walton, Meadowtown, Bin Weston, Grimmer, Bromlow, Hogstow, Aston Rogers, Aston Pigott, Heath, Upper Heath, Netherheath, Hope Minsterley, Westbury, and Asterley, in the said county of Salop, and terminating by a junction with the Minsterley Branch Railway of the Shrewsbury and Welchpool Railway Company, in a field situate in Minsterley Chapelry, or the Minsterley Quarter of Westbury parish, in the said county, and numbered 9, on the plans of the said Shrewsbury and Welchpool Railway, deposited with the Clerk of the Peace for the said county of Salop, and belonging to the Most Noble the Marquis of Bath, and now or late in the occupation of Thomas Woodhouse, at a point on the said branch railway, about 210 yards distant, from and north-east of the present passenger station at Minsterley of such branch railway.

And it is proposed by the said intended Act, to give power to the Company to effect the following objects, or some of them (that is to say):—

To cross on the level, or under, or over; and to alter, divert, and stop up highways, turnpike and other roads, railways, bridges, streets, paths, passages, rivers, brooks, streams, sewers, and watercourses, so far as may be necessary or expedient in the construction of the said intended railway and other works; as also to deviate in constructing the said intended railway and other works from the line and levels thereof laid down on the plans and sections thereof to such extent as will be defined on the said plans, or provided by the said intended Act.

To raise money by the creation and issue of shares, and by borrowing on mortgage or bond, and with all other powers usual and necessary for said purposes.

To acquire by compulsory purchase or otherwise all such lands, houses, and other hereditaments in the several parishes and places before mentioned,

as may be necessary or convenient for the purposes of the said railway and works; and to vary or extinguish all existing rights and privileges connected with such lands, houses, and hereditaments.

To enable the Company to levy tolls, rates, and duties on and for the use of the said intended railway and works, and for the conveyance of passengers, goods, and other traffic thereon, and to confer exemptions from payment of such tolls, rates, and duties.

To enable the Company to form junctions with, and make such openings in, and alterations of the rails of the authorised line of the Bishop's Castle Railway, and the line of the Minsterley Branch Railway of the Shrewsbury and Welchpool Railway Company, as may be necessary or expedient for effecting the intended junctions with such railways respectively, or for any of the purposes of the intended Act.

To enable the Company, and all Corporations, or persons lawfully working and using the said intended railway, to run over and use with their engines and carriages, of every description, and upon such terms and conditions as, in default of agreement, shall be determined by compulsory arbitration, the following railways (that is to say):—

1. The Bishop's Castle Railway, from the before-mentioned point of junction of the intended railway therewith to the point of junction of the said Bishop's Castle Railway with the Oswestry and Newtown Railway.

2. The Oswestry and Newtown Railway from the said last-mentioned point of junction, to the western end of the Montgomery Station of the said Oswestry and Newtown Railway.

3. The said Minsterley Branch Railway of the Shrewsbury and Welchpool Railway Company.

4. The main line of the Shrewsbury and Welchpool Railway, from the point where the same is joined by the said Minsterley Branch to the point where the said Shrewsbury and Welchpool Railway terminates by a junction with the Shrewsbury and Hereford Railway.

5. So much of the Severn Valley and Shrewsbury and Hereford Railways respectively, as is or are situated between the last-mentioned point of junction and the Shrewsbury station, together with the stations, sidings, watering places, booking offices, and conveniences connected with the said several railways; and so far as may be necessary to alter and vary the tolls, rates, and duties leviable on the said several railways, and to levy tolls, rates, and duties.

To enable the London and North-Western Railway Company, the Shrewsbury and Welchpool Railway Company, the Oswestry and Newtown Railway Company, and the Bishop's Castle Railway Company (herein called the Working Companies), or some or one of them, to run over and use with their engines and carriages, and upon such terms and conditions as, in default of agreement, shall be determined by arbitration, the intended railway, together with all stations thereon, and sidings, watering places, booking offices, and conveniences connected therewith, and so far as may be necessary to alter and vary the tolls, rates, and duties leviable thereon, and to levy tolls, rates, and duties.

To enable the Company to use the present joint station at Shrewsbury, and the approaches thereto, and the railways, watering places, sidings, platforms, booking offices, warehouses, and other buildings, and conveniences connected with such joint station, or such portions as may be necessary on such terms and stipulations and conditions as may be agreed upon, or as may be prescribed in or provided by the said intended Act. To later

and vary the existing arrangements between the Companies and persons interested in the said joint station in regard to the matters aforesaid, or any of them; and to make all such new provisions and regulations in regard thereto, or any of them, as may be deemed necessary or expedient.

To provide facilities for the transfer and discharge of traffic between the railway of the Company, and the railways of the said Working Companies, upon such terms and conditions as may be agreed upon, or as may be prescribed by the intended Act.

To enable the Company, and all, some, or any of the said Working Companies, to enter into, and carry into effect, contracts and agreements with respect to the use, working, management, and maintenance of the said intended railway, and with respect to the forwarding, booking, and exchange of traffic; and the tolls, rates, and duties to be charged for the same; and the division and apportionment of any tolls, rates, and duties between the Company and the said working Companies, or such of them, as may be parties to any such agreement, and if necessary or expedient, to alter the tolls, rates, and duties now authorised to be taken by the said Working Companies.

To amend, alter, or repeal, so far as may be necessary or expedient, the following local and personal Acts, or some of them, (that is to say):—The Act 8 and 9 Vict., cap. 36; and all other Acts relating to the London and North-Western Railway Company; the Act 5 and 6 Wm. IV., cap. 7; and all other Acts relating to the Great-Western Railway Company; the West Midland Railway Act, 1860; the Shrewsbury and Hereford Railway Act, 1856; the Shrewsbury and Hereford Leasing Act, 1862; and all other Acts relating to the West Midland and Shrewsbury and Hereford Railway Companies respectively; the Bishop's Castle Railway Act, 1861; the Act 18 and 19 Vict., cap. 86; and all other Acts relating to the Oswestry and Newtown Railway Company; the Act 16 and 17 Vict., cap. 227; and all other Acts relating to the Severn Valley Railway Company; the 19 and 20 Vict., cap. 132, and all other Acts relating to the Shrewsbury and Welchpool Railway Company; and generally all Acts relating to any of the before-mentioned Railway Companies, and to the said joint passenger station at Shrewsbury.

And notice is hereby further given, that on and before the 30th day of November, 1863, duplicate plans and sections of the said intended railway, with a book of reference thereto, and a copy of this notice as published in the London Gazette, and a published map of the intended line of railway delineated thereon, will be deposited for public inspection with the Clerk of the Peace for the county of Salop, at his office in Shrewsbury, and that on or before the said 30th day of November, copies of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place from, in, through, or into which the said intended railway and works would 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 proposed Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 12th day of November, 1863.

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

Crystal Palace New Railways.

(Incorporation of Company; Construction of Railways; arrangements with the South Eastern, London Chatham and Dover, and London Brighton and South Coast 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 to incorporate a Company with power to make and maintain the following Railways, or some or one of them, with all proper stations, approaches, works, and conveniences connected therewith (that is to say):

A railway to commence in the parish of Clapham, in the county of Surrey, by a junction with the London Chatham and Dover Railway (Metropolitan Extensions), at or near the south-east side of the bridge carrying that railway over the Wandsworth-road, and to terminate in the parish of Saint Giles, Camberwell, in the same county, by a junction with the railway (No. 1) authorised by "The Crystal Palace and South London Junction Railway Act, 1862," (in course of construction), at or near its termination opposite the south end of the Crystal Palace, and ninety yards or thereabouts west therefrom, which intended railway will pass from, in, through, or into the several parishes and places of Clapham, St. Mary Lambeth, Streatham, Croydon, St. Mary Battersea, Penge, and St. Giles Camberwell, or some of them, all in the county of Surrey;

A railway to commence in the parish of Beckenham, in the county of Kent, by a junction with the railway authorised by "The Mid Kent and Addiscombe Railway Act, 1862," (in course of construction) at or near the south side of the bridge carrying the public road between Beckenham and Penge over the aforesaid railway, and to terminate in the parish of Croydon, in the county of Surrey, by a junction with the intended railway firstly hereinbefore described, in a small garden abutting on a private road situate two hundred and fifty yards or thereabouts west of Westow-street, and two hundred and sixty yards or thereabouts south of the public road leading from Streatham to the Crystal Palace, and known as Westow-hill-road, which intended railway will pass from, in, through, or into the parish of Beckenham, in the county of Kent, and the parish of Croydon, in the county of Surrey;

A railway situate wholly in the parish of Saint Mary Lambeth, in the county of Surrey, to commence by a junction with the intended railway firstly hereinbefore described, at a point in a meadow two hundred and ten yards or thereabouts north of Acre-lane, and three hundred and thirty yards or thereabouts east of Bedford-road, and to terminate by a junction with the London Chatham and Dover Railway (Metropolitan Extensions' Loop Line between Victoria and Elephant and Castle) seventy yards or thereabouts east of Manor Rise, Brixton;

A railway situate wholly in the said parish of Saint Mary, Lambeth, to commence by a junction with the intended railway firstly hereinbefore described, at a point in a meadow eighty yards or thereabouts north of Acre-lane, and three hundred and ten yards or thereabouts east of Bedford-road, and to terminate by a junction with the London Chatham and Dover Railway (Metropolitan

Extensions), one hundred yards or thereabouts east of the bridge carrying that railway over Bedford-road;

A railway situate wholly in the said parish of Saint Mary, Lambeth, to commence by a junction with the intended railway firstly hereinbefore described in a meadow, one hundred and fifty yards or thereabouts north of Acre-lane, and three hundred and twenty yards or thereabouts east of Bedford-road, and to terminate at a point on the railway fence on the south side of the London Chatham and Dover Railway (Metropolitan Extensions) three hundred yards or thereabouts west of the bridge carrying the said railway over Shepherd's-lane;

A railway situate wholly in the parish of Beckenham, in the county of Kent, to commence by a junction with the intended railway secondly hereinbefore described, at a point in the fence dividing the parishes of Croydon, Surrey, and Beckenham, Kent, one hundred and twenty yards, or thereabouts, south of the point where the West End of London and Crystal Palace (Farnborough Extension) Railway intersects that fence, and to terminate by a junction with the said West End of London and Crystal Palace (Farnborough Extension) Railway, three hundred and fifty yards, or thereabouts, west of the bridge carrying that railway over the public road known as Clay-lane.

A railway to commence in the said parish of Beckenham by a junction with the intended railway secondly hereinbefore described at a point in a field four hundred and ten yards or thereabouts east of the public road known as Clay-lane, and two hundred yards or thereabouts south of the West end of London and Crystal Palace (Farnborough Extension) Railway, and to terminate in the parish of Saint Mary Battersea (hamlet of Penge), in the county of Surrey, by a junction with the London Chatham and Dover Railway (Metropolitan Extensions), at or near the bridge carrying the said railway over the public road, six hundred and twenty yards or thereabouts south-east of the Penge Station of the said London Chatham and Dover Railway, which intended railway will pass from, in, through, or into the parish of Beckenham, in the county of Kent, and the parish of Saint Mary, Battersea (hamlet of Penge), in the county of Surrey.

And it is also proposed by the intended Act to empower the Company thereby to be incorporated to purchase lands, houses, and other property by compulsion or agreement for the purposes thereof, and to vary or extinguish all existing rights or privileges in any manner connected with such lands, houses, and property, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, or any or either of them, and to confer other rights and privileges, and also to take powers to cross, stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads, railways, tramways, aqueducts, cuts, canals, streams, navigations, and rivers within or adjoining to the aforesaid parishes, townships, and other places, as may be necessary in consequence of the construction and for the purposes of the said intended railways and works, or any of them.

And it is further proposed by the intended Act to empower the Company so to be incorporated to levy tolls, rates, and charges for the use of the said intended railways and works, or any or either of them, and to confer exemptions from the pay-

ment of such tolls, rates, and charges, and to exercise all other usual and necessary powers.

And it is also proposed by the intended Act to enable the Company thereby to be incorporated on the one hand, and the South Eastern Railway Company, the London Chatham and Dover Railway Company, and the London Brighton and South Coast Railway Company, or any or either of such Companies, on the other hand, to enter into and carry into effect arrangements or agreements with respect to the working, use, management, and maintenance by the three last-named Companies, or any or either of them, of the said intended railways, or any or either of them, or any part or parts thereof respectively, and the supply and maintenance of engines, carriages, and rolling stock and other stock and plant for the same, and to the payment and contribution by and between the Companies parties to any such arrangement or agreement towards the costs, charges, and expenses of such working, use, management, and maintenance, and with respect to the conduct, regulation, management, and transmission of the traffic upon the said intended railways, or any or either of them, and upon the railways of the Companies or Company parties to any such arrangement or agreement, and the stations, works, and conveniences connected therewith respectively, and with respect to the levying, collection, payment, division, apportionment, appropriation, and distribution of the tolls, rates, and charges arising from such respective traffic, and the tolls, charges, or other consideration to be paid for such user or otherwise, and to enable the South Eastern, London Chatham and Dover, and London Brighton and South Coast Railway Companies, or any or either of them parties to any such agreement, to levy tolls, rates, and charges on the said intended railways, or any or either of them, or any part or parts thereof, and to exercise all such other powers as may be found desirable in reference to the purposes aforesaid, or any of them, and to confirm any agreements entered into in relation to all or any of the matters aforesaid.

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 Act (local and personal) 6 Wm. IV., cap. 75, and of any other Act or Acts relating to the South Eastern Railway Company, and also of the Act 16 and 17 Vic., cap. 132, and 22 and 23 Vic., cap. 54, and of any other Act or Acts relating to the London Chatham and Dover Railway Company, and also of the Act 6 Wm. IV., cap. 75, and of any other Act or Acts relating to the London Brighton and South Coast Railway Company.

And notice is hereby further given, that, on or before the thirtieth day of November in the present year, plans and sections of the said intended railways, and a book of reference thereto, a published map showing the general course of the said intended railways, 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 Lambeth, and with the Clerk of the Peace for the county of Kent, at his office in Maidstone, respectively; 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 each of the several parishes in or through which the intended works are proposed to be made, will be deposited as follows (that is to say): as regards each such parish which is included in schedule (A) to the Act 18 or 19 Vic., cap. 120, for the better local management of the metropolis, with the vestry clerk of each such parish at his office; in the case of each such parish or place which is in-

cluded in schedule (B) to that Act, with the clerk of the district board of works for the district in which such parish or place is comprised, at his office in that district; and in the case of each other parish, with the parish clerk thereof at his residence, and that, on or before the twenty-third 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 tenth day of November, 1863.

Swift and Co., 32, Great George Street,
Westminster,

Solicitors for the Bill.

In Parliament—Session 1864.

Portpatrick Railway Company.

(Capital; Amendment of Line; Powers of Working; &c., as to certain Companies; Powers over Castle Douglas and Dumfries, and portion of Glasgow and South-Western Railway).

THE Portpatrick Railway Company (who are hereinafter referred to as the Company), intend to apply to Parliament, in the next Session thereof, for leave to bring in a Bill for the following, or some of the following, among other purposes:

1. To amend "The Portpatrick Railway Act, 1857:"

2. To raise additional capital by shares and by borrowing, and to attach to the capital so to be raised, such preference or priority of interest or dividend, and such other advantages as the Bill shall define:

3. To authorise the alteration of the levels of the Portpatrick Railway, shown on the sections thereof, deposited in the year 1856, between the fields numbered 152 and 215, in the parish of Inch, in the county of Wigtown, on the plans deposited with the sheriff clerk of the said county, with relation to "The Portpatrick Railway Act, 1857:"

4. To authorise the diversion of the line of the Stranraer Branch of the Portpatrick Railway, shown on the said deposited plans, between a point about 170 yards seawards from the turnpike road, numbered on the said plans 233, in the said parish of Inch, and the end of the embankment on which part of the said branch is constructed; and to abandon all powers with respect to so much of the railway and works as the said deviation shall render unnecessary.

5. To enable the Company on the one hand, and the Caledonian, the London and North Western, and the Lancaster and Carlisle Railway Companies, or any 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 undertaking of the Company, or of any part or parts thereof; the supply of rolling stock and machinery and of officers and servants for the conduct of the traffic of 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 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 previously to the passing of the Bill may be made, touching any of the matters aforesaid; and for this purpose the Bill will extend the statutory powers of the Caledonian Railway Company, the London and North

Western Railway Company, and the Lancaster and Carlisle Railway Company:

6. 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, and upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon, or be settled by arbitration, or defined by the Bill, all or any part of the respective railways and undertakings hereinafter mentioned, together with the stations, watering places, booking offices, warehouses, landing places, sidings, works, and conveniences connected therewith respectively (that is to say): the Castle Douglas and Dumfries Railway, and so much of the Glasgow and South-Western Railways as extends from the southerly terminus of the Castle Douglas and Dumfries Railway, at or near Dumfries, to the Dumfries Station of the Glasgow and South Western Railway:

7. To require the Companies or persons owning or working the said railways or undertakings, respectively to receive, book through, forward, accommodate, and deliver, on and from the same, 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, or as may be defined by the Bill, 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:

8. The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and will authorise the Company to purchase lands, houses, and other property by compulsion, and to levy tolls, rates, and duties; 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," "The Railways Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," and "The Railway Clauses Act, 1863," and it will amend and enlarge the powers and provisions of the following and of any other Acts relating to the Castle Douglas and Dumfries Railway Company; namely, 19 and 20 Vict., cap. 114, and the 22nd and 23rd Vict., cap. 29; and also of the following Acts relating to the Glasgow and South-Western Railway Company: namely, 1 Vict., cap. 117; 3 Vict. cap. 53; 5 Vict., Sess. 2, cap. 29; 8 and 9 Vict., cap. 95; 9 Vict., cap. 60; "The Glasgow and South-Western Railway Consolidation Act, 1855;" and the several other Acts relating to the Glasgow and South-Western Railway Company and their undertaking, passed respectively in the 19th and 20th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, and the 26th and 27th years of the reign of Her present Majesty:

Duplicate plans and sections, describing the lines, situation, and levels of the alteration of levels and deviation, and the lands, houses, and other property in or through which they are 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 deviation delineated thereon, so as to show its general course and direction, and a copy of this notice will, on or before the thirtieth

day of November instant, be deposited for public inspection with the principal sheriff clerk for the county of Wigtown, at his office at Wigtown, and with the schoolmaster, or, if there be no schoolmaster, with the session clerk of the parish of Inch, at the residence of such schoolmaster or session clerk:

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

Dated the ninth day of November, 1863.

Alexander Ingram, Strauraer;
Swift and Blenkinsop, Great George-street,
Westminster, Solicitors for the Bill.

Stafford and Uttoxeter Railway.

Construction of Branch Railway to Abbott's Bromley; Additional capital; Amendment of Act.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the Stafford and Uttoxeter Railway Company (hereinafter called the company) for an Act for the following purposes, or some of them; that is to say—

To authorise and empower the company to make and maintain a railway, with all proper stations, approaches, works, and conveniences, connected therewith, commencing by a junction with the authorised line of the Stafford and Uttoxeter Railway Company at or near a point marked seven miles and seven furlongs from the commencement of the said line at Stafford on the plans of the said Stafford and Uttoxeter Railway, deposited with the Clerk of the Peace for the county of Stafford, on or before the 30th day of November, 1861, in a field numbered 61 on the said plans, in the parish of Stowe, belonging to Earl Ferrers, and in the occupation of William Woolley, and terminating in the parish of Abbott's Bromley, in a field No. 1,056 on the Tithe Commutation Map of that parish, known as Gad Stile, belonging or reputed to belong to Lord Bagot, and in the occupation of Thomas Burton, abutting on the north-west side of the public road leading from Abbott's Bromley to Bromley Wood, and which said intended railway will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial and other places of Stowe, Amerton, Chartley, Drinton, Colwich, Broomhill, Kingston, otherwise Kingstone, otherwise Lower Kingstone, Hixon, Hixon Heath, Knowle, Woodpit, Booth, Callow Hill, Newton, Duppley Heath, Newton Hurst, Headey, Bagot's Bromley, Bagot's Bromley Marsh, Gobbin's Green, Dunstall, Blithfield, and Abbott's Bromley, 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 and works; and to vary, repeal, or extinguish all existing rights or privileges in any manner connected with such lands, houses, and property, which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway and works; and to confer other rights and privileges, and to alter, divert, or stop up all turnpike and other roads, railways, tramways, aqueducts, bridges, weirs, canals, streams, and rivers, with which it may be necessary to interfere in the construction of the said intended railway and works; to levy tolls, rates, and charges for and in respect of the use of the said intended railway and works, and to grant exemptions from such tolls, rates, and charges.

To authorise the company to raise a further sum of money for all or any of the purposes of the intended Act, or for the general purposes of the

company, by the creation of new shares, with or without a guarantee or preference dividend, and other rights or privileges attached thereto, or by borrowing on mortgage or by any of such means; and also to apply to all or any of such purposes any capital or funds now belonging to the company or hereafter to belong to them, or under the control of their directors.

To alter, amend, extend, and enlarge, or, if need be, to repeal and consolidate all or some of the powers and provisions of the Stafford and Uttoxeter Railway Act, 1862.

Duplicate plans and sections of the said intended railway and works, together with a book of reference thereto, and 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 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; 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 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 10th day of November, 1863.

Rob. D. Newill, Solicitor for the Bill.

Martin and Leslie, 27, Abingdon-street, Westminster, Parliamentary Agents.

Liverpool Exchange Company.

(Alteration and Amendment of "Liverpool Exchange Act, 1859;" Extension of Southern Front of Exchange Buildings; Alteration of Alignment of Buildings; Construction of Temporary Buildings; Increase of Borrowing Powers; Power to Directors to Invest Unapplied Funds, and to Buy in Shares on behalf of the Company; Amendment of Acts.)

NOTICE is hereby given, that application will be made to Parliament in the ensuing session for an Act to alter, amend, repeal, and enlarge some of the powers and provisions of "The Liverpool Exchange Act, 1859," and to enable the Liverpool Exchange Company to carry out and extend the southern front of the buildings by the said Act authorised, by means of an open piazza or arcade, with buildings over the centre portion of the same to an extent not exceeding twenty feet over and into the area of the Liverpool Exchange, and to enable the said Company, with the consent of the mayor, aldermen, and burgesses of the borough of Liverpool, to rearrange or alter the exterior line or alignment of the said buildings abutting upon the several streets or places following (that is to say):—South Chapel-street, Rumford-street, Chapel-street, Tithebarn-street, and Exchange-street East, for the purposes of the architectural design of the said buildings and the better alignment of the said streets respectively, and to vest in the said Company, and the said mayor, aldermen, and burgesses respectively, such portions of land as may be given up to or taken by them respectively, in exchange in arranging such exterior line, and improving the alignment of the said streets.

And to enable the said Company, with the like consent, and for the same purposes, to alter the boundary line and exterior wall of the eastern

and western wings of the said buildings abutting upon the area of the Liverpool Exchange and the southern passage leading from such area to Exchange-street East, respectively.

To enable the said Company, during the construction of the said works, to construct and maintain in or upon the area of the Exchange buildings, a temporary erection or building for the use and convenience of the members of the Liverpool Stock Exchange and the British and Irish Magnetic Telegraph Company.

To increase the borrowing powers of the said Company, and to enable the said Company to raise, by bond or mortgage, under the provisions of "The Liverpool Exchange Act, 1859," a sum not exceeding one-third part of the share capital subscribed under the provisions of the said Act.

To enable the Directors to invest, temporarily, the unapplied funds of the Company from time to time in their hands, in such securities as they may think desirable, and as may be permitted by the said intended Act, and to enable the Directors, on behalf of the Company, to purchase such shares in the Company as they may from time to time think expedient, and as may be permitted by the said intended Act.

To repeal, alter, or vary, so far as may be necessary for the purposes of the said intended Act, some of the powers and provisions of an Act made and passed in the 6th and 7th years of the reign of Her present Majesty, chap. 109, intituled "An Act for the better protection of Property in the Borough of Liverpool from Fire," and of an Act made and passed in the 7th and 8th years of the reign of Her present Majesty, chap. 51, intituled "An Act to alter and amend an Act of the 6th and 7th years of the reign of Her present Majesty, for the better protection of Property in the Borough of Liverpool from Fire."

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

Dated this 13th day of November, 1863.

Duncans, Squarey, and Blackmore, Solicitors, Liverpool.

Gregory, Rowcliffe, and Rowcliffe, Parliamentary Agents, 1, Bedford-row, London.

Southampton and Netley Railway.

(Alteration of Junction with London and South-Western Railway, by deviation and part abandonment of authorized Railway; Power to take Lands; Diversion of Roads; Amalgamation with the London and South-Western Railway Company; Amendment of Acts and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, by the 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 railway, with all necessary and convenient stations, approaches, roads, communications, and other works and conveniences connected therewith, viz.:

A railway commencing in the Tithing of Portsmouth, in the parish of South Stoneham, in the town and county of the town of Southampton, by a junction with the London and South-Western Railway, at a point about 350 yards, measured along that railway, southwards of the bridge at

the Portswood Station, carrying the St. Denys road over that railway, and terminating in the parish of South Stoneham, in the county of Southampton, by a junction with the authorized line of the Company, as proposed to be constructed, at or near the point where that line is authorized to cross the turnpike road leading from Northam Bridge to Bitterne, and which intended new railway will be made in, and pass through or into the parishes and places following, or some or one of them, that is to say, Portswood and South Stoneham, in the town and county of the town of Southampton, and South Stoneham, in the county of Southampton.

To enable the Company to abandon the construction of so much of their authorized line of railway, as is authorized to be formed between the last described point and the commencement of that authorized line in the tithing of Portswood and parish of South Stoneham, in the town and county of the town of Southampton.

To enable the Company to cross, stop up, alter, or divert, whether temporarily or permanently, all turnpike and other roads, streets, ways, and highways, footways, railways, tramways, aqueducts, canals, streams, and rivers within or near the aforesaid tithing and parish, or either of them, as it may be necessary to cross, stop up, alter, or divert, by reason or for the purposes of the intended railway and works, or any of them, or of the intended Act.

To authorize the London and South-Western Railway Company (hereinafter called the South-Western Company), in respect of the authorized railways of the Company, and of the intended new railway and works, to levy tolls, rates, and duties, and to grant exemption from the payment of tolls, rates, and duties, and to alter existing tolls, rates, and duties.

To enable the Company to purchase lands and houses, by compulsion or agreement, for the purpose of the intended new railway and works, or of the intended Act, or to vary, repeal, or extinguish, all existing rights and privileges connected with such lands and houses, and all other rights and privileges which would in anywise impede or interfere with the construction, maintenance, and use of the intended railway and works, and to confer, vary, and extinguish other rights and privileges.

To divert a public highway, numbered 48, in the parish of St. Mary Extra, and 36A, in the parish of Hound, both in the county of Southampton, on the plans of the Company deposited with the Clerk of the Peace for the county of Southampton, in the month of November, 1862, such diversion to commence by a junction with the present road, opposite the northern entrance gates of Weston House, and to terminate by a junction with that road at a point about 200 yards, measured along that road, eastward of those entrance gates, such diversion to be made in or through the parishes of St. Mary Extra and Hound, or one of them, and powers will be sought to enable the Company to stop up and cause to be abandoned the portion of road lying between the commencement and termination of the diversions before described.

To enable the Company to purchase by compulsion or agreement, for the purposes of certain road approaches there, lands in the parishes of Hound and St. Mary Extra, situate on the east side of and abutting upon the public road, numbered 4 in the parish of Hound, and 42 in the parish of St. Mary Extra, on the plans of the Company deposited with the Clerk of the Peace for the county of Southampton, in the month of November, 1862, and near the northern limit of

deviation as shown on those plans; and also land in the same parish of St. Mary Extra, situate on the west side of and abutting upon the same road, and near the same limit of deviation.

To enable the Company and the South-Western Company to enter into and carry into effect contracts and agreements for the union and amalgamation, upon such terms and conditions as they mutually think fit, and for the union and amalgamation, upon such terms and conditions as may have been, or may be, fixed and determined by or under the provisions of the intended Act of the South-Western Company with the Company, and for the union and consolidation into one undertaking of the undertakings of the South-Western Company, and of the Company, so that the undertaking, property, estate, and effects, rights, powers, and provisions, liabilities and obligations, of what nature or kind soever, of the Company, may be vested in, and may be exercised and attached to the South-Western Company, or the amalgamated Company.

To authorize the Company and their proprietors and creditors, to accept, in lieu of their present shares, stock, and securities respectively, any share, stock, rent charges, or annuities, or security of the South-Western Company, and to classify, vary, define, and regulate the capital stock, shares and securities, priorities, charges, rights and privileges, of the proprietors and creditors of the Company, upon such amalgamation, and to provide for the dissolution of the Company if and when amalgamated with the undertaking of the South-Western Company.

And it is proposed by the intended Act to alter, amend, extend, and enlarge, or repeal, so far as may be necessary, the powers and provisions of the following Acts, viz.:—The Local and Personal Acts 4 and 5 William 4, cap. 88; 1 Vic., cap. 71; 1 and 2 Vic., cap. 27; 2 and 3 Vic., cap. 98; 4 and 5 Vic., caps. 1 and 39; 7 and 8 Vic., caps. 5, 63, and 86; 8 and 9 Vic., caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Vic., caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vic., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vic., caps. 75, 85, 87, 89, 125, and 157; 51st Geo. 3, cap. 196; 12 and 13 Vic., caps. 33 and 34; 13 and 14 Vic., cap. 24; 14 and 15 Vic., cap. 83; 16 and 17 Vic., 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, 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; 23 and 24 Vic., caps. 92, 103, 158, and 185; 25 and 26 Vic., cap. 42; and 26 and 27 Vic., caps. 90, 109, and 118; and all other Acts relating to the South-Western Company. The Local and Personal Act, 36 and 37, Geo. 3, cap. 131. The Company's Act of 24 and 25 Vic., cap. 220; 25 and 26 Vic., cap. 42; 24 and 25 Vic., cap. 220; and 26 and 27 Vic., cap. 70; and all other Acts relating to the Company.

And notice is hereby further given, that on or before the 30th of November, 1863, plans and sections of the intended new railway, and of the lands and houses proposed to be taken, and the book of reference thereto, together with a published map with the line of the proposed railway delineated thereon, and a plan and section of the road proposed to be diverted, and plans of the lands proposed to be acquired, with books of reference thereto respectively, 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 that county, and with

the Clerk of the Peace for the town and county of the town of Southampton, at his office, at Southampton, and that copies of so much of the said plans, sections, and books of reference as relate to each parish in or through which any of the before-mentioned works are intended to be made or pass, and in which the said lands or houses intended to be taken are situate, together with a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November, 1863, be deposited for public inspection with the parish clerk of each such parish, and in the case of any extra-parochial place, with the parish clerk of some adjoining parish.

Printed copies of the intended Act will be deposited on or before the 23rd day of December, 1863, in the Private Bill Office of the House of Commons.

Dated this 11th day of November, 1863.

Bircham, Dalrymple, Drake, and Ward,
Solicitors for the Bill

CONTRACTS FOR FRESH OX BEEF.

Department of the Comptroller of Victualling, Somerset-House, November 19, 1863.

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 8th December next, at half past one o'clock, they will be ready to treat with such persons as may be willing to contract for supplying (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, 1864, both days included, viz.:

ENGLAND, &c.

Aldborough
Chatham to Gillingham, inclusive
Cowes
Dartmouth
Deal, and in the Downs
Dover
Exmouth
Falmouth
Greenhithe
Gravesend
Hastings
Harwich
Holyhead
Hull, Hawke Roads, and in the Humber
Jersey and Guernsey
Littlehampton
Liverpool
London Bridge to Woolwich, inclusive
Lyme Regis
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
Swanage
Weymouth
Yarmouth (North)

SCOTLAND.

Granton
Greenock
Leith, Leith Roads, and Frith of Forth.
Queensferry

IRELAND.

Belfast and Carrickfergus
Galway
Kenmare
Kingstown and Dublin
Kilrush
Lough Foyle
Mill Cove (Berehaven)
Queenstown and Kinsale
Skibbereen
Westport

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, Sheerness, Portland, and Falmouth to be slaughtered on the spot.

The contractor for any of the above places to reside on the spot, or to have an agent resident there.

Particular attention is called to the conditions of the contracts, which may be seen at this Office, or by applying to the Superintendents of the Victualling Establishments at Depford, 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 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, Lyme, Yarmouth, Penzance, Ramsgate, Weymouth, Greenock, Shields, Galway, Skibbereen, Londonderry (for Lough Foyle), Westport; and to the Postmasters 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 to 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.

The Contractors to pay half the amount of the Stamps on their Contracts and Bonds.

CONTRACTS FOR VEGETABLES.

Department of the Comptroller for Victualling, Somerset-House, November 19, 1863.

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 8th December next, at half past one o'clock, they will be ready to treat with such persons as may be willing to contract for supplying all such quantities of

VEGETABLES,

as may be demanded for the use of Her Majesty's Ships and Vessels at the following places, from the 1st April, 1864, to the 31st March, 1867, both days included; viz.:

ENGLAND.

Aldborough
Dover.
Gravesend
Greenhithe
Lymington
North Shields
Penzance
Portland and Portland Roads
Swanage

IRELAND.

Belfast and Carrickfergus
Lough Foyle
Galway
Kilrush
Kenmare
Skibbereen

Separate tenders must be made for each port, and no attention will be paid to any offers not so made.

None of the contracts to be sub-let.

A form of the tender may be obtained, and particular attention is called to the conditions of the contracts, which may be seen at this office, or by applying to the Officer conducting the Packet Service at Dover; to the Collectors of Her Majesty's Customs at Penzance, Shields, Belfast Londonderry (for Lough Foyle), Galway and Skibbereen, and to the Postmasters at each of the other places.

No tender will be received after half-past one o'clock on the day of treaty, nor any noticed unless made on the printed form provided for the purpose; but it will not be necessary that the party tendering, or an agent appointed by him, should attend at this office, as the result of the offer received from each person will be communicated to him and his proposed sureties in writing.

Every tender must be delivered at the above office, and signed by two responsible persons engaging to become bound with the person tendering in the sum of £100 for each of the contracts.

Half the amount of the stamps on the contracts and bonds to be paid by Contractors.

CONTRACT FOR COALS FOR JAMAICA.

Department of the Storekeeper-General of the Navy, Somerset-Place, November 9, 1863.

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 24th instant, at two o'clock, they will be ready to treat with such persons as may be willing to contract for supplying and delivering into Store at Her Majesty's Naval Yard, at Jamaica,

5,000 Tons of SOUTH WALES COALS, fit for the Service of Her Majesty's Steam Ships and Vessels.

Conditions of the contract and a form of the tender may be seen at the said Office.

No tender will be received after two o'clock on the day of treaty, nor will any be noticed unless the party attends, or an agent for him duly authorized in writing.

Every tender must be addressed to the Secretary of the Admiralty, and bear in the left-hand corner the words "Tender for Coals for Jamaica," 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 £2,000 for the due performance of the contract.

British Linen Company Bank.

Edinburgh, November 19, 1863.

THE Directors of the British Linen Company hereby give notice, that a Quarterly General Court of Proprietors will be held within their Office here, on Monday, the 21st day of December next, at one o'clock in the afternoon, in terms of their Charters.

Will. Spence, Secretary.

The London Bank of Scotland (Limited).

No. 24, Old Jewry, London,
19th November, 1863.

NOTICE is hereby given, that an Extraordinary Meeting of this Company will be held at the London Tavern, Bishopsgate-street, on the 14th day of December next, at one o'clock, for the purpose of considering the advisability of this Company being reconstituted, so as to embrace further and more extensive objects, and of passing all such Resolutions, special or otherwise, and taking, and authorizing all such steps as may be proper in order thereto, including (if need be) the transfer of the Company's business to a new Company to be formed for the purpose.

By order of the Board,
James Maurice, Secretary.

The Westminster Insurance Society's Dissolution Act, 1861.

IN pursuance of the above-mentioned Act, sec. 36, we, the undersigned, being three of the Directors of the Westminster Society for Insurance of Lives and Survivorships, and for granting Annuities, hereby convene two several Meetings of the Members or Proprietors of the same Society, to be held at the office of the Society, at No. 4, Adelaide-street, Strand, in the city of Westminster; one on Monday, the 7th day of December, 1863, at two o'clock in the afternoon, and another on Wednesday, the 23rd day of December, 1863, at two o'clock in the afternoon, for the purpose of resolving on and declaring the Dissolution of the Society.—Dated this 17th day of November, 1863.

Herman Merivale, }
Charles Agnew, } Directors.
Arnold Rogers, }

NOTICE is hereby given, that at an Extraordinary General Meeting of the Shareholders of the Union Bank of England and France (Limited), held at the London Tavern, on the 14th day of September, 1863, and confirmed at an Extraordinary General Meeting of such Shareholders, held at the place aforesaid, on the 6th day of October, 1863, it was resolved—

That certain Articles of Agreement, dated the 28th of August, 1863, for the amalgamation of the said Company and the English, Belgian, and Netherlands Bank (Limited), under the title of the European Bank (Limited), which articles were signed by two of the directors of each of the said Companies, be approved and confirmed, and that when and as soon as shares in the said European Bank (Limited) of £50 each (on each of which the sum of £5 shall be considered to have been paid)

should have been allotted to the shareholders in the said Union Bank of England and France (Limited), in the proportion of two shares (being shares of £50 each) for every one share (being a share of £100) held by them in the said Union Bank of England and France (Limited), the said last-mentioned Company should be wound-up voluntarily, and that Bright Woll, and Ernest Seyd, of No. 83, King William-street, London, should be the Liquidators for winding-up the said Union Bank of England and France (Limited) accordingly.

And notice is hereby further given, that the aforesaid allotment has been made this day.

Dated the 16th day of November, 1863.

John W. Mollett, Secretary to the Union Bank of England and France (Limited).

Sandford Estate Pottery Clay Company Limited.

NOTICE is hereby given, that a General Meeting of the Shareholders of this Company will be held at No. 17b, Great George-street, Westminster, on Monday, the 21st day of December next, at eleven o'clock in the forenoon, for the purpose of considering the account of the Liquidators of the Company, showing the manner in which the winding up of the affairs of the Company has been conducted and the property of the Company disposed of.—Dated this 11th day of November, 1863.

Marchant and Pead, No. 30, Great George-street, Westminster, Solicitors to the Liquidators.

In the Matter of the Brynambor Mining Company (Limited), and of the Companies Act, 1862.

THE creditors of the above Company are required, on or before Tuesday, the 1st day of December, 1863, to send their names and addresses, and the particulars of their debts or claims, and the names and addresses of their Solicitors (if any) to us, the undersigned, Liquidators, at the offices of Messrs. Carttar and Harper, Accountants, No. 7, Skinner's-place, Sise-lane, in the city of London, and if so required by notice in writing from us, the said Liquidators, to come in and prove their said debts or claims at the offices aforesaid, at such time as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.—Dated this 7th day of November, 1863.

*C. Graham Carttar.
James Hancks.
James Truscott.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Samuel Bower, John Bower Robinson, and William Henry Robinson, as Scribbling Millers and Dyers, at Marsden, in the county of York, under the style or firm of Bower and Robinson, was dissolved by mutual consent, on the 12th day of March, 1861.—As witness our hand this 14th day of November, 1863.

*Samuel Bower.
J. B. Robinson.
William Henry Robinson.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned Robert Sutcliffe, of the Holme, and Mitchell Sutcliffe, of Holme House, both of Stansfield, near Todmorden, in the parish of Halifax, in the county of York. Carriers, carrying on business under the style or firm of Robert and Mitchell Sutcliffe, has been dissolved by mutual consent; and that the said business will hereafter be carried on by the said Robert Sutcliffe alone, by whom all debts due to or from the said late copartnership, will be received and paid. The Carrying business from Rochdale to Holme House, will be continued by the said Mitchell Sutcliffe alone, as heretofore.—Given under our hands this 12th day of November, 1863.

*Robert Sutcliffe.
Mitchell Sutcliffe.*

Romsey, 12th November, 1863.

THE Partnership heretofore subsisting between us, the undersigned, under the firm of Witt and Flood, as Woolstaplers, in Romsey, in the county of Hants, was and is dissolved by mutual consent, as on and from the 1st day of November instant.

*Stephen Witt.
Charles Laurence Floyd.*

NOTICE is hereby given, that the Partnership hitherto subsisting between us the undersigned, lately carrying on the business of Dyewood Extractors, at Newton Heath, near Manchester, under the firm of John Weston and Company, was this day dissolved by mutual consent. All debts owing to or by the said partnership will be received or paid by the said John Weston, who will in future carry on the said business on his own account.—As witness our hands this 17th day of November, 1863.

*William Crankshaw.
John Weston.*

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, Samuel Clough Faviell and Benjamin Burrell, as Spade, Shovel, and Fender Manufacturers, at the Armley-road Iron Works, Leeds, in the county of York, under the style or firm of Faviell and Burrell, was this day dissolved by mutual consent; and that all debts will be received and paid by the said Benjamin Burrell, by whom the business will in future be carried on, under the style or firm of B. Burrell and Company.—Dated this 16th day of November, 1863.

*S. C. Faviell.
Benjn. Burrell.*

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Thomas Thornton, Edwin Thornton, and Robert Thornton, as Fancy Cloth Manufacturers, at Elland, near Halifax, in the county of York, under the firm of T. E. and R. Thornton, is dissolved by mutual consent from this day. All debts due and owing to or by the late firm, will be received or paid by the said Edwin Thornton and Robert Thornton, who will henceforth carry on the said business as Copartners, under the name or style of E. and R. Thornton, at Elland, aforesaid.—Dated this 16th day of November, 1863.

*Thomas Thornton.
Edwin Thornton.
Robert Thornton.*

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Frederick Talbot and James Alfred Douglas, as Paper, Rope, and Twine Dealers, carrying on business at No. 154, Bradford-street, Birmingham, under the style or firm of Talbot and Douglas, has been dissolved by mutual consent, as on and from the 28th day of October last; that the business will in future be carried on by the said James Alfred Douglas, at No. 56, Digbeth, and that all debts due to or payable by the late partnership will be received and paid by him, the said James Alfred Douglas.—Dated this 17th day of November, 1863.

*F. Talbot.
J. A. Douglas.*

NOTICE is hereby given, that the Partnership hitherto subsisting between us, Ernst Brammer and William Hewer Beach, of the city of Gloucester, Ship Brokers and Commission Agents, heretofore carrying on trade under the style or firm of Brammer and Beach, was this day dissolved by mutual consent.—Dated this 16th day of November 1863.

*Ernst Brammer.
W. H. Beach.*

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned George Ellis and Frederick Horatio Benson, carrying on business at Hatfield Peverel, in the county of Essex, as Farmers, under the style or firm of Ellis and Benson, has been dissolved by mutual consent from the 29th day of September, 1862.—Dated this 18th day of August, 1863.

*George Ellis.
Fredk. H. Benson.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, David Chadwick and Cornelius Walford, carrying on business at No. 27, Great George-street, Westminster, and also at No. 64, Cross-street, Manchester, as Auditors, Parliamentary Agents, and Consulting Accountants, under the style or firm of Chadwick, Walford, and Adamson, was dissolved by mutual consent, on the 1st day of November instant. All the debts and liabilities of the said late firm will be received and paid by the said David Chadwick.—As witness our hands this 18th day of November, 1863.

*David Chadwick.
Cornelius Walford.*

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, Ernst Louis Victor Schwier and John Bensen, carrying on business at Duke-street, Mile End New Town, in the county of Middlesex, as Sugar Refiners and Scum Boilers, has been dissolved by mutual consent, as and from the day of the date of this notice; and that the business will in future be carried on by the said Ernst Louis Victor Schwier alone. All debts due to or owing from the said partnership, will be received and paid by the said Ernst Louis Victor Schwier.—Dated this 16th day of November, 1863.

The
Ernst Louis Victor X Schwier.
Mark of
John Bensen.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, James Neal Brooks, James Beal, and Cornelius Robert Schaller, carrying on business at No. 209, Piccadilly, Westminster, and No. 18, Poultry, in the city of London, as Auctioneers, Estate and Land Agents, was this day dissolved by mutual consent; all debts due and owing by the said firm will be received and paid by the said James Beal.—Dated this 1st day of November, 1863.

James Neal Brooks.
James Beal.
Cos. R. Schaller.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, William Henry Warburton, as Executor of Samuel Warburton, deceased, and the undersigned Richard Britton, as Earthenware Manufacturers, at the Leeds Old Pottery, under the style or firm of Warburton and Britton, is dissolved as from the 1st day of January last, by mutual consent. All debts will be received and paid by the said Richard Britton, by whom in future the business will be carried on.—As witness our hands the 18th day of November, 1863.

Richard Britton.
Wm. Henry Warburton.

NOTICE is hereby given, that the Partnership heretofore carried on by us, the undersigned, James Kitson and John Fowler, as surviving partners of William Watson Hewitson, in the Steam Plough-works, at Leeds, in the county of York, was dissolved on the 30th day of June last. The business is now carried on by the said John Fowler.—Dated this 31st day of October, 1863.

James Kitson.
John Fowler.

MARY SEELIE, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Vict., 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 claims or demands against the estate of Mary Seelie, late of Chelmsford, in the county of Essex, Widow, who died on the 29th day of June, 1863, and whose will was proved by John Goodland Allen and William Chapman, two of the executors named in the said will, on the 25th day of July, 1863, in the Principal Registry of Her Majesty's Court of Probate, are required, on or before the 14th day of January next, to send particulars of such claims or demands to the executors, at the office of Mr. J. W. Wilson, of Chelmsford, in the county of Essex, the Solicitor to the executors; at the expiration of which time the said executors will distribute or otherwise deal with the assets of the said testatrix among the parties entitled thereto, having regard only to the debts and claims of which the said executors shall have then had notice; and that the said executors will not be liable for the assets, or any part thereof, so distributed or dealt with to any person of whose debt or claim they shall not then have had notice.—Dated this 14th day of November, 1863.

J. W. WILSON, Solicitor to the Executors.

Re HENRY BATSON, Deceased.

Pursuant to the Act to further amend the Law of Property, and to relieve Trustees.

NOTICE is hereby given, that all creditors and persons having any claims or demands upon or against the estate of Henry Batson, late of No. 62, Regency-square, Brighton, in the county of Sussex, and formerly of Garbrand Hall, Ewell, in the county of Surrey, Esquire, deceased, who died on the 3rd day of October, 1863 (and whose will was proved in Her Majesty's Court of Probate, by Richard Ramsbottom Isherwood, Esquire, one of the executors therein named, on the 6th day of November, 1863), are hereby required to send in the particulars of their debts or claims upon or against the said estate to the said executor, at the offices of the undersigned, No. 70, Lincoln's-inn-fields, London, on or before the 15th day of December next; or in default thereof, the said Richard Ramsbottom Isherwood will, after the said 15th day of Decem-

ber next, proceed to distribute the assets of the said Henry Batson amongst the parties entitled thereto, having regard only to the claims of which he shall then have had notice, and will not be liable for the assets so distributed to any person of whose claim such executor shall not then have had notice.—Dated the 13th day of November, 1863.

WARRY, ROBINS, and BURGESS, No. 70,
Lincoln's-inn-fields.

WILLIAM WHARTON, Deceased.

Pursuant to the Act 22nd and 23rd Vict., c. 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 William Wharton, late of Penrith, in the county of Cumberland, Innkeeper, who died on or about the 8th June, 1861, and whose will was proved in the Carlisle District Registry of Her Majesty's Court of Probate, on the 27th day of September, 1861, by John Robinson, of Penrith aforesaid, Miller, and Thomas Forrester, of Raiselands, in the parish of Penrith aforesaid, Farmer, the executors therein named, are required to send in the particulars of their debts, claims, or demands to us, the undersigned, as Solicitors to the executors, on or before the 15th day of December next, after which the said executors will distribute the assets of the said testator among the parties entitled thereto, having regard only to the debts, claims, or demands of which they shall then have notice; and that the said executors will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose debt, claim, or demand they shall not then have had notice; and all persons indebted to the said William Wharton, are requested to pay their debts to us.—Dated this 16th day of November, 1863.

CANT and FAIRER, of Penrith, Solicitors to the Executors.

Mr. JOSEPH WARD, Deceased.

Pursuant to the Act of Parliament 22 and 23 Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claims against or upon the estate of Joseph Ward, late of Thrapston, in the county of Northampton, Grocer and Ironmonger, deceased, who died on the 17th day of July, 1862, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 29th day of September, 1862, by William Ward, of Horncastle, in the county of Lincoln, Surgeon, and John Chapman, of Wordditch House, in the county of Huntingdon, Gentleman, the executors therein named, are requested to send particulars of such claims on or before the 31st day of December, 1863, to the said executors, at the office of their Solicitor, Mr. John Archbould, of Thrapston aforesaid; and notice is hereby also given, that after the said 31st day of December, 1863, the said executors will proceed to distribute the assets of the said Joseph Ward among the parties entitled thereto, having regard to the claims of which the said executors may then have had notice; and which they will not be answerable or liable for the assets so distributed, or any part thereof, to any person of whose claims they shall not then have had notice.—Dated this 17th day of November, 1863.

JOHN ARCHBOULD, Thrapston, Solicitor for the said Executors.

Mr. JOHN MEGGITT BOSSEY, Deceased.

Pursuant to the provisions of the Statute 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and persons having any claims or demands upon the estate of John Meggitt Bossey, late of Howden, in the county of York, Attorney-at-law, who died on the 6th day of July, 1851, and administration to whose effects was granted by the York District Registry of Her Majesty's Court of Probate, to Robert Edwin Tindall, of Ludlow, in the county of Salop, Artist, are hereby required to send the particulars of such claims or demands to us, at our offices, in the city of York, on behalf of the said administrator, on or before the 24th day of December next; at the expiration of which time the said administrator will proceed to distribute the assets of the said intestate among the parties entitled thereto, having regard only to the claims or demands of which the said administrator shall then have had notice; and the said administrator will not be liable or responsible for any part of the assets so distributed to any person of whose claim or demand he shall not then have had notice. All persons indebted to the estate of the said John Meggitt Bossey are also required to pay the amount of their respective debts to us, on behalf of the said administrator, within the period aforesaid.—Dated this 17th day of November, 1863.

L. and W. THOMPSON, Solicitors, Judges'-court,
Coney-street, York.

JAMES DENNIS WRIGHT, Esquire, Deceased.

Pursuant to an Act of Parliament of the 22nd and 23rd Vict., chap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any debt or claim against or upon James Dennis Wright, formerly Surgeon-Major of Her Majesty's Regiment of Grenadier Guards, (who died on the 15th day of September last,) are hereby required to send in their claims to us, the undersigned, on or before the 1st day of January next, at the expiration of which time the executors of the will of the deceased, will proceed to distribute the assets of the said James Dennis Wright among the parties entitled thereto, having regard to the claims of which the said executors shall then have had notice; and the said executors will not be liable for the assets so distributed to any person of whose debt or claim they shall not then have had notice at the time of such distribution.—Dated this 18th day of November, 1863.

LEMAN and Co., No. 51, Lincoln's inn-fields, London, Solicitors to the Executors of the will of the deceased.

FRANCIS GARNIER, Deceased.

Pursuant to an Act of Parliament, made and passed in the 22nd and 23rd years of the reign of Her present Majesty, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claims against the estate of Francis Garnier, late of No. 66, Jermyn-street, Saint James', in the county of Middlesex, Esquire (who died on the 5th day of October, 1863, and to whose personal estate and effects letters of administration were, on the 11th day of November, 1863, granted by Her Majesty's Court of Probate, to William Garnier, of Rooksbury, in the parish of Wickham, in the county of Hants, Esquire, a brother of the said deceased), are required to send in the particulars of such claims to the said administrator, at the offices of Mr. Charles James Gunner, of Bishop's Waltham, in the county of Southampton, Solicitor, or of his agents, Messrs. Eyre and Lawson, Solicitors, No. 1, John-street, Bedford-row, London, on or before the 1st day of January, 1864; at the expiration of which time the said administrator will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard to the claims of which the said administrator shall then have had notice; and will not be liable for the assets so distributed to any person or persons of whose claims he shall not have had notice at the time of such distribution.—Dated this 17th day of November, 1863.

EYRE and LAWSON, No. 1, John-street, Bedford-row, London; Agents for

CHARLES JAMES GUNNER, Bishop's Waltham, Hants, Administrator's Solicitor.

WILLIAM DURRANT, Deceased.

Pursuant to the 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 all creditors and other persons having any claim or demand upon or against the estate of William Durrant, late of Hoe, in the county of Norfolk, Gentleman (who died on the 11th day of May, 1858, and whose will was proved in the Norwich District Registry of Her Majesty's Court of Probate, on the 1st day of July, 1858, by Ann Durrant, then of Hoe aforesaid, Widow, his relict, the Reverend Joseph Thompson, of East Dereham, in the said county, Clerk, and Edward Robert Grigson, of Watton, in the said county, Gentleman, executors in the said will named), are hereby required to send, in writing, the particulars of their respective debts or claims to the undersigned, Messrs. Eyre and Lawson, Solicitors, No. 1, John-street, Bedford-row, London, or to Mr. Frederic Fox, Solicitor, Norwich, on or before the 20th day of December next; after which day the said executors will proceed to distribute the assets of the said testator, having regard only to the debts, claims, or demands of which they may then have had notice; and the said executors will not be liable for the assets or any part thereof so distributed to any person or persons of whose claim or demand they shall not have had notice at the time of such distribution.—Dated the 19th day of November, 1863.

EYRE and LAWSON, No. 1, John-street, Bedford-row, London, Solicitors.

FRED. FOX, Surrey-street, Norwich, Solicitor.

JOHN CLOUGH, Deceased.

Pursuant to the 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 all creditors and other persons having claims or demands upon or against the estate of John Clough, late of Wentbridge, in the county of York, Farmer, deceased, who died on or about the 11th day of October last, and whose will was proved in the Dis-

trict Registry at Wakefield, of Her Majesty's Court of Probate, on the 10th day of November instant, by me, the undersigned, Robert Arundel, of Pontefract, in the said county, Gentleman, and by Joseph Tate, of Wentbridge-aforesaid, Farmer, and John Clough, of South Kirkby, in the said county, Farmer, the executors named in the said will, are required to send particulars of such claims or demands to Mr. Robert Arundel, Solicitor, Pontefract, on or before the 7th day of January, 1864; and notice is hereby given, that after the said 7th day of January, 1864, the said executors will distribute the assets of the said John Clough, deceased, amongst the parties entitled thereto, having regard to the debt or claims only of which they shall then have notice; and the said executors will not be answerable or liable for the assets, so distributed, or any part thereof, to any person of whose claim they shall not then have had any notice; all persons indebted to the estate of the said deceased are requested forthwith to pay the amount of their debts to the said Robert Arundel, Solicitor, Pontefract.—Dated the 18th day of November, 1863.

ROBERT ARUNDEL, Pontefract, Yorkshire, Solicitor.

ROBERT MORTIMER, Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claims or demands upon or against the estate of Robert Mortimer, late of Barnstaple and Bishop's Tawton, in the county of Devon, Solicitor, who died on the 26th day of June last, are required to send particulars of such claims or demands, on or before the 1st day of January next, to us, the undersigned, or to John Willis and John Roberts Chanter, both of Barnstaple aforesaid, the executors of the said Robert Mortimer; and further, that the said executors will, after the said 1st day of January next, proceed to distribute the assets, having regard to the claims only of which they then have notice; and that the said executors will not after that time be answerable or liable for the assets, so distributed, or any part thereof, to any person of whose debts or claim they shall not then have notice.—Dated this 18th day of November, 1863.

CHANTER and FINCH, the Square, Barnstaple, Solicitors to the said Executors.

PATRICK ROCK, Deceased.

Pursuant to an Act of Parliament made and passed in the Session of Parliament, holden in the 22nd and 23rd years of the reign of Her present Majesty Queen Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that the creditors of Patrick Rock, late of No. 20, Church-street, Liverpool, in the county of Lancaster, Bookseller, who died on the 8th day of October, 1863, and to whose estate and effects letters of administration were on the 12th day of November instant, granted to his Widow, Catherine Rock, of No. 8, Darlington-street, Egrement, in the county of Chester, out of the Principal Registry of Her Majesty's Court of Probate; and all other persons claiming any debts or liabilities affecting the estate of the said Patrick Rock, deceased, are hereby required to send in such claims to the said administratrix, or to us, the undersigned, her Solicitors, or to Mr. W. F. Smart, Accountant, No. 137, Leadenhall-street, London, E.C., on or before the 30th day of December next, at the expiration of which time the said administratrix will distribute the whole of the assets of the said intestate among the parties entitled thereto, having regard only to the claims of which she shall then have had notice; and that the said administratrix will not be liable for the said assets, or any part thereof, so distributed; to any person of whose debt, claim, or demand, she shall not then have had notice.—Dated this 16th day of November, 1863.

LOWNDES AND CO., No. 3, Brunswick-street, Liverpool, Solicitors to the said Administratrix.

HENRY KING, Esquire, R.N., Deceased.

Pursuant to the Act of Parliament made and passed in the Session holden 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 persons having any claims or demands upon or against the estate of Henry King, late of No. 8, Carlton Crescent, Southampton, in the county of Hants, Esquire, a Lieutenant in Her Majesty's Navy, deceased, who died on or about the 26th day of October, 1863, and of whose personal estate letters of administration were granted by the Principal Registry of Her Majesty's Court of Probate, on the 14th day of November, 1863, to Anna Maria King, widow of the said intestate, are hereby required to send in the particulars of their debts, claims, or demands, to the undersigned, Solicitors for the said Anna Maria King, on or before the 1st day of January, 1864, after which time the said adminis-

tratrix will proceed to distribute the assets of the said Henry King, deceased, among the parties entitled thereto, having regard only to the debts or claims of which the administratrix shall then have had notice; and that the said administratrix will not be liable for the assets, so distributed, or any part thereof, to any person of whose debt or claim notice shall not have been given, on or before the said 1st day of January, 1864.—Dated this 17th day of November, 1863.

BOTHAMLEY and FREEMAN, No. 39, Coleman-street, London, Solicitors for the said Administratrix.

N.B.—Claims already sent in need not be renewed.

WILLIAM FOX, Deceased.

Pursuant to an Act of Parliament passed in the 22nd and 23rd years of the reign of Her present Majesty, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claim or demand, against or upon the estate of William Fox, late of Mammerton, in the parish of Longford, in the county of Derby, Farmer, deceased (who died on the 19th day of April, 1863), are required to send the particulars of such claims or demands to me, the undersigned, the Solicitor to the executors of the said deceased, at my office at Ashborne, in the county of Derby, on or before the 9th day of January next, at the expiration of which time the executors of the said William Fox will distribute the whole of the assets among the parties entitled thereto, having regard only to the claims and demands of which they shall then have had notice; and will not be liable for such assets, or any part thereof, to any person of whose claim or demand they shall not then have had notice.—Dated this 17th day of November, 1863.

JOHN FOX, Jun., Solicitor for the said Executors.

THOMAS JOSEPH SELLERS, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Vic. cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors upon or against the estate of Thomas Joseph Sellers, late of Camville House, Fairfield, Kingston-upon-Thames, Surrey, deceased, who died on the 27th day of September, 1863, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 5th day of November, 1863, by Elizabeth Sellers, of Camville House, Fairfield, Kingston-upon-Thames, Widow, and Charles Barratt, of Old-street, Saint Luke's, Licensed Victualler, the executrix and executor therein named, are required to send in the particulars of their claims or demands to us, the undersigned, the Solicitors of the said executrix and executor, on or before the 31st day of December next, after which time the said executors will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims of which they may then have had notice; and they will not be liable for any part of such assets to any person or persons of whose claim they shall not have had notice at the time of such distribution.—Dated this 20th day of November, 1863.

DIMMOCK, NASH, and FIELD, No. 2, Suffolk-lane, Cannon-street, London, Solicitors for the said Executors.

ANNE SMALLWOOD ENGLAND, 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 all persons having claims, debts, or liabilities affecting the estate of Anne Smallwood England, late of Partis College, Bath, in the county of Somerset, Spinster (who died on or about the 3rd day of September, 1863, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, by the executors therein named); are requested to send in the particulars of such claims, debts, or liabilities, against the said estate, to me, the undersigned, on or before the 1st day of January, 1864, after the expiration of which date the executor will proceed to distribute the assets of the said testatrix among the parties entitled thereto, having regard only to the claims, debts or liabilities of which the said executor shall then have had notice; and the said executor will not be liable for such assets, or any part thereof, to any person or persons of whose claims, debts, or liabilities, he shall not then have had such notice.—Dated this 26th day of October, 1863.

R. N. HOWARD, East-street, Weymouth, Solicitor to the said Executor.

JOHN ELLIS, Esquire, 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 all persons having any debts, claims, or demands upon or against the estate of John Ellis, late of Pinner, in the county of Middlesex,

Esquire, deceased (who died on the 25th day of February, 1863, at the Marine House, Penzance, in the county of Cornwall, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate on the 1st day of April, 1863, by James Walter Elley Ellis, of the city of Bath, in the county of Somerset, Esquire, one of the executors named in the said will), are hereby required, on or before the 9th day of January, 1864, to send the particulars of their debts, claims, or demands, and also of their securities, if any, to us, the undersigned, as Solicitors for the said James Walter Elley Ellis, the executor, at our Offices, No. 3, Whitehall-place, in the city of Westminster, and county of Middlesex; after which day the said James Walter Elley Ellis will proceed to apply and distribute the assets of the said John Ellis, deceased, among the parties entitled thereto, according to the trusts of the said will, having regard only to the debts, claims, and demands which shall be justly due and payable, and of which he shall then have had notice; and the said James Walter Elley Ellis will not be liable for such assets, or any part thereof, so distributed to any person of whose debt, claim, or demand he shall not have had notice at the time of such distribution; and notice is hereby further given, that all persons indebted to the estate of the said deceased, are required forthwith to pay the amount of their debts to us.—Dated this 17th day of November, 1863.

ELSDALE and BYRNE, No. 3, Whitehall-place, Solicitors for the said Executor.

THOMAS NEWTON, 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 or demands upon or against the estate of Thomas Newton, late of Stockton-on-Tees, in the county of Durham, Carrier, deceased (who died on or about the 10th day of September, 1863, and whose will, dated the 10th day of July, 1863, was proved in the Durham District Registry of Her Majesty's Court of Probate on the 12th day of November, 1863, by William Taylerson, of Stockton aforesaid, Cabinet Maker, and Thomas Peacock, of Darlington, in the said county of Durham, Clerk, in the Stockton and Darlington Railway Office, the executors therein named), are required to send the particulars of such claims or demands to the said William Taylerson and Thomas Peacock, or to Messrs. Newby, Richmond, and Watson, Solicitors, of Stockton aforesaid, on or before the 1st day of January next; after which time the said William Taylerson and Thomas Peacock will proceed to distribute the whole of the assets of the said Thomas Newton amongst the parties entitled thereto, having regard to the claims of which notice shall then have been given, and will not be liable for such assets, or any part thereof, to any person of whose claim they shall not then have had notice.—Dated the 13th day of November, 1863.

NEWBY, RICHMOND, and WATSON, Solicitors for the Executors of the said Thomas Newton.

JOHN PARKER, Deceased.

Pursuant to the Act of Parliament of 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of John Parker, late of Herne Bay, in the county of Kent, Gentleman, deceased, who died on the 19th day of September, 1863, and letters of administration to whose effects were granted by the Principal Registry of Her Majesty's Court of Probate on the 3rd day of November, 1863, to Mrs. Adah Elizabeth Deacon, wife of William Deacon, of Highland Cottage, Brompton, in the county of Berks, Gentleman, are required to send the particulars of such claims or demands to the said administratrix, at the office of J. K. and C. Hedges, Wallingford, Berks, Solicitors, on or before the 31st day of December next, after which day the said administratrix will proceed to distribute the whole of the assets of the said deceased among the parties entitled thereto, having regard only to the debts and claims of which the said administratrix shall then have had notice; and the said administratrix will not be liable for the assets, or any part thereof, so distributed or dealt with, to any person of whose debt or claim she shall not then have had notice.—Dated this 13th day of November, 1863.

J. K. and C. HEDGES, Wallingford, Solicitors for the said Administratrix.

WILLIAM MADOX-BLACKWOOD, Deceased.

Pursuant to the Act of Parliament of 22 and 23 Victoria, cap. 35, 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 William Madox-Blackwood, late of Pitreavie, in the county

of Fife, North Britain, and of No. 1, Queen's Villas, Windsor, in the county of Berks, Esquire, who died on the 13th day of August, 1863, and to whose estate and effects letters of administration were granted by Her Majesty's Court of Probate on the 10th day of November, 1863, to Maria Eleanor Madox-Blackwood, of No. 1, Queen's Villas, Windsor, in the said county of Berks, as Widow of the said William Madox-Blackwood, are required to send particulars of such claims or demands on or before the 20th day of December, 1863, to Mr. Thomas Edward Lucas, of No. 12, Gray's-inn-square, in the county of Middlesex, Solicitor for the said Maria Eleanor Madox-Blackwood, the administratrix; and notice is hereby given, that after the said 20th day of December, 1863, the said administratrix will proceed to distribute the assets of the said William Madox-Blackwood, among the parties entitled thereto, having regard to the claims of which the said administratrix may then have had notice; and she will not be answerable or liable for the assets so distributed, or any part thereof, to any person of whose claim she shall not then have had any notice.—Dated this 17th day of November, 1863.

THOMAS EDWARD LUCAS, No. 12, Gray's-inn-square, London, Solicitor for the said Administratrix.

GEORGE GRAHAM, Esquire, Deceased.

Pursuant to the Act of Parliament of 22nd and 23rd Victoria, cap 35, intitled "An Act to further amend the Law of Property, and to relieve Trustees.

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of George Graham, late of Elingham-erescent, Dover, in the county of Kent, and formerly of Harwich, in the county of Essex, Esquire (who died on the 27th September, 1863, and whose will was proved by the executors therein named, in the Principal Registry of Her Majesty's Court of Probate on the 11th day of November, 1863), are required to send to us, the undersigned, Solicitors to the said executors, the particulars thereof, with the nature of their security, if any, on or before the 31st day of December, 1863; at the expiration of which time the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims of which they shall then have notice; and that the said executors 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 13th day of November, 1863.

TURNER and DEANE, Solicitors, Colchester.

In Chancery—Vice-Chancellor Wood.

In the Matter of an Act of Parliament made and passed in the Session holden on the 19th and 20th years of Her present Majesty, intitled "An Act to facilitate Leases and Sales of Settled Estates;" and in the Matter of one moiety of the Manor of Hothorpe, and of a Freehold estate, devised by the will of William Cook, deceased, situate in the parish of Hothorpe, in the county of Northampton, and Theddingworth, in the county of Leicester, and of the Advowson to the vicarage of Theddingworth aforesaid.

NOTICE is hereby given, that a Petition in the above-mentioned matter was, on the 11th day of November, 1863, presented to the Right Honourable the Lord High Chancellor of Great Britain, by John Cook, of Hothorpe, in the county of Northampton, Esquire, and Edwin Martin Atkins, of Kingston Lisle, in the county of Berks, Esquire, for the purpose of carrying into effect a certain conditional contract, dated the 27th December, 1862, and to obtain the sanction of the High Court of Chancery to the sale by William Hastings, Martin Atkins, William Hobbs, Charles Johnson, and Edward Horsman (trustees as in the said petition mentioned) to the petitioner John Cook, of the above undivided moiety of the manor and estate of Hothorpe, advowson, and hereditaments in the several counties of Northampton and Leicester aforesaid, and for the investment and due application of the proceeds of the said sale, and for further relief. And notice is hereby also given, that the petitioners may be served with any Order of the Court, or notice relating to the subject of the said petition, at the office of their Solicitors, Messrs. Hughes, Masterman, and Hughes, situate No. 17, Bucklersbury, London. E.C.—Dated this 19th day of November, 1863.

HUGHES, MASTERMAN, HUGHES, Solicitors for Petitioners.

PURSUANT to a Decree of the High Court of Chancery, made in a cause Scates against Scates, the creditors of John Scates, late of the Hermitage, Stamford-hill, in the county of Middlesex, Esquire, deceased, who died in or about the month of February, 1841, are, by their Solicitors, on or before the 15th day of December, 1863, to come in and prove their debts at the chambers of the Master of the Rolls, in the Roll's-yard, Chancery-lane, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Decree.

Tuesday, the 22nd day of December, 1863, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 16th day of November, 1863.

PURSUANT to a Decree of the High Court of Chancery, in a cause in which Edward Jackson is plaintiff, and Mary Addis and others are defendants, the creditors of John Addis, late of Tottenham, in the county of Middlesex, who died in or about the month of January, 1808, are, by their Solicitors, on or before Monday, the 7th day of December, 1863, to come in and prove their debts at the chambers of the Master of the Rolls, in the Roll's-yard, Chancery-lane, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Friday, the 11th day of December, 1863, 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, 1863.

PURSUANT to a Decree of the High Court of Chancery, made in a cause John Foster Adams against John Aldridge Dorset and another, the creditors of Samuel Smith, late of Handsworth, in the county of Stafford, and of Wimpole street, Cavendish-square, in the county of Middlesex, Esq., who died on or about the 27th day of September, 1861, are, by their Solicitors, on or before the 12th day of December, 1863, to come in and prove their claims at the chambers of the Master of the Rolls, Roll's-yard, Chancery-lane, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Thursday, the 17th day of December, 1863, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 16th day of November, 1863.

PURSUANT to a Decree of the High Court of Chancery, made in a cause John Buckenham against John Rolie, the creditors of Thomas Buckenham, late of North Topham and East Harling, both in the county of Norfolk, Linen Weaver and Farmer, who died in or about the month of December, 1862, are, by their Solicitors, on or before the 14th day of December, 1863, to come in and prove their debts, at the chambers of the Vice-Chancellor Sir John Stuart, No. 12, Old-square, Lincoln's-inn, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Monday, the 21st day of December, 1863, at one o'clock in the afternoon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 14th day of November, 1863.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of William Thomas Thomas, deceased, and in a cause of Richard James Francis Thomas against John Lewis the elder and Lewis Morris, the creditors of the said William Thomas Thomas, late of Carmarthen, in the county of Carmarthen, Attorney-at-law, who died in or about the month of December, 1862, are, by their Solicitors, on or before the 11th day of December, 1863, to come in and prove their debts, at the chambers of the Vice-Chancellor Wood, at No. 11, New-square, Lincoln's-inn, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Monday, the 21st day of December, 1863, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 14th day of November, 1863.

HENRY HAMMOND TERRY, Deceased.

PURSUANT to a Decree of the High Court of Chancery, made in a cause of "Ruth Mary Marshall against Maria Cuffield and others."—Persons claiming to be children, or personal representatives of children, having died since the 8th November, 1861, of Henry Hammond Terry, deceased (supposed to have married a person named Jane Shaw), and who died in the year 1837, in the parish of Southwark; such persons, if living, being next of kin of Mary Bowman, late of No. 18, Hackney-terrace, Hackney, in the county of Middlesex, Widow, who died in the month of November, 1861, are, by their Solicitors, on or before Friday, the 8th day of January, 1864, to come in and prove their claims to any portion of the estate of the said Mary Bowman, of which she died intestate, at the Chambers of the Vice-Chancellor, Sir John Stuart, of No. 12, Old-square, Lincoln's Inn, Middlesex, or in default thereof, they will be peremptorily excluded from the benefit of the said Decree. Wednesday, the 13th day of January, 1864, at half-past twelve o'clock in the afternoon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated the 17th day of November, 1863.

NOTICE is hereby given, that by an indenture, bearing date the 26th day of September, 1863, John Tweddell, William Tweddell, and George Tweddell, all of Moor-mills, in the parish of Lamesley and county of Durham, Millers and Farmers, assigned all their estate and effects whatsoever to Edward Liddell, of Newcastle-upon-Tyne, Corn Merchant, and John Clark, of the same place, Corn Merchant, as

trustees, upon trust, for the benefit of the creditors of the said John Tweddell, William Tweddell, and George Tweddell, as therein mentioned, and that the said indenture was duly executed by the said John Tweddell, Edward Liddell, and John Clark, on the 26th day of September, 1863, and the execution thereof by them is witnessed by John Theodore Hoyle, of Newcastle-upon-Tyne aforesaid, Attorney-at-Law, and was also duly executed by the said William Tweddell and George Tweddell, on the said 26th day of September, 1863, and the execution thereof by them is witnessed by Theodore Hoyle, of Newcastle-upon-Tyne aforesaid, Attorney-at-Law.—Dated this 18th day of November, 1863.

NOTICE is hereby given, that by indenture, dated the 22nd day of October, 1863, William Blew Jones, of No. 32, Walbrook, in the city of London, Merchant, conveyed and assigned all his estate and effects to Thomas Wilson Elstob, of No. 119, Wood-street, Cheapside, in the city of London, Warehouseman, Arthur Foulger, of Seven Star-alley, Ratcliffe-highway, in the county of Middlesex, Merchant, and Abraham Gabay Franklin, of No. 14, South-street, Finsbury, in the county of Middlesex, Merchant, as trustees for the benefit of his creditors, that the said indenture was duly executed by the said William Blew Jones and trustees, and as to the execution of the said indenture was attested by William Hackwood, of No. 7, Walbrook, in the city of London, Solicitor; and as to the execution of the said trustees, was attested by Charles Albert Bannister, of Weaver's Hall, No. 22, Basinghall-street, in the said city, Solicitor.

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—5981.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—19th day of October, 1863.

Date of execution by Debtor—19th day of October, 1863.

Name and description of the Debtor, as in the Deed—Julius Aarons, of No. 6, Somerset-place, New-road, in the county of Middlesex, Boot and Shoe Maker, of the other part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The several creditors of the said Julius Aarons, of the other part.

A short statement of the nature of the Deed—Composition and Release, whereby the said Julius Aarons agrees with his creditors to pay them 3s. in the pound in full discharge of their respective debts, not secured by bills of exchange drawn by him upon and accepted by his said debtors.

When left for Registration—14th November, 1863, at one o'clock. Entry made 16th November, 1863.

RICHARD BETHELL, 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—6003.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—20th day of October, 1863.

Date of execution by Debtor—20th day of October, 1863.

Name and description of the Debtor, as in the Deed—The Reverend Edward Paske, of West Creting, in the county of Suffolk, Clerk.

Names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Frederick Hayward, of Needham Market, in the county of Suffolk, Gentleman, on behalf of, and with the assent of, the und-rsigned creditors of the said Edward Paske.

A short statement of the nature of the Deed—A Conveyance of all the estate and effects of the said Edward Paske to the said Frederick Hayward, absolutely, to be applied and administered for the benefit of the creditors of the said Edward Paske, as in bankruptcy.

When left for Registration—17th November, 1863, at one o'clock.

RICHARD BETHELL, 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—6005.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—26th day of October, 1863.

Date of execution by Debtor—26th day of October, 1863.

Name and description of the Debtor, as in the Deed—Thomas Lane, of Soney-Stanton, in the county of Leicester, Organ Builder.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Thomas Nixon, of Great Claybrook, in the county of Leicester, Timber Merchant, and Charles Wilson, of Soney-Stanton, in the county of Leicester, Shoe Maker, on behalf and with the assent of the creditors of the debtor.

A short statement of the nature of the Deed—A Conveyance of all the estate and effects of the said Thomas Lane to the said trustees, absolutely, to be applied and administered for the general benefit of the creditors of the debtor, as in bankruptcy.

When left for Registration—17th November, 1863, at three o'clock.

RICHARD BETHELL, 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—6007.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance and Assignment.

Date of Deed—29th October, 1863.

Date of execution by Debtor—29th October, 1863.

Name and description of the Debtor, as in the Deed—William Mangnall, of Chorley, in the county of Lancaster, Beer-seller and Grocer.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—John Lancaster, of Chorley aforesaid, Brewer (trustee), of the second part; and creditors of debtor of the third part.

A short statement of the nature of the Deed—Conveyance and Assignment by the said William Mangnall of all his real and personal estate and effects to the said trustee, upon trust for sale, and after payment out of the proceeds of such sale of certain costs therein mentioned, to pay and satisfy rateably without preference all the debts of the creditors of the said debtor.

When left for Registration—Tuesday, the 17th November, 1863, at four o'clock.

RICHARD BETHELL, 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—6009.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—26th October, 1863.

Date of execution by Debtors—26th October, 1863.

Names and descriptions of the Debtors, as in the Deed—John Ballard and Thomas Henry Bowman, of No. 26, Edwards-street, Portman-square, in the county of Middlesex, Upholsterers.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Edward Mannooh, of No. 6, Castle-street, Regent-street, in the county of Middlesex, Builders' Decorator, George Brown, of Newman-street, Oxford-street, in the county of Middlesex, Composition Ornament Manufacturer; and James Cooper, of No. 5A, Lothbury, in the city of London, Accountant, on behalf and with the assent of the creditors of the debtor.

A short statement of the nature of the Deed—Conveyance by the said debtors of all their partnership estate and effects to the said trustees, absolutely, to be applied and administered for the benefit of all the creditors of the said debtors, as in bankruptcy.

When left for Registration—17th November, 1863, at four o'clock.

RICHARD BETHELL, 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—6011.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance for the benefit of creditors.

Date of Deed—23rd day of October, 1863.

Date of execution by Debtor—23rd day of October, 1863.

Name and description of the Debtor, as in the Deed—William Stainsby, of No. 1, Maria-terrace, Victoria Dock-road, Plaistow, in the county of Essex, of the one part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Robert Joseph Clarke, of No. 9, Old Jewry-chambers, Old Jewry, in the city of London, Accountant, on behalf of and with the assent of the creditors of the debtor, of the other part.

A short statement of the nature of the Deed—Conveyance by the debtor of all his estate and effects to the said trustee, absolutely, to be administered for the benefit of his creditors, in like manner as in bankruptcy.

When left for Registration—18th November, 1863, at eleven o'clock.

RICHARD BETHELL, 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—6012.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Deed of Inspectorship.

Date of Deed—24th day of October, 1863.

Date of execution by Debtor—23rd day of October, 1863.

Name and description of the Debtor, as in the Deed—William Procter, of Boston, in the county of Lincoln, Printer and Stationer.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—John Wood, of the same place, China Dealer, and Luke John Fawcett, of the same place, Baker.

A short statement of the nature of the Deed—A Deed for the collection and distribution of the debtor's estate among his creditors, and for the release of the debtor.

When left for Registration—18th November, 1863, at one o'clock.

RICHARD BETHELL, 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—6013.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—13th day of November, 1863.

Date of execution by Debtor—13th day of November, 1863.

Name and description of the Debtor, as in the Deed—Robert Thompson, of the city of Norwich, Draper (the debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Walker Henry Figg, of the said city, Warehouseman (the trustee), on behalf and with the assent of the creditors of the debtor.

A short statement of the nature of the Deed—Conveyance of all the real and personal estate and effects of the debtor to the trustee, to be applied and administered for the benefit of the creditors, as in bankruptcy, and a release to the debtor.

When left for Registration—18th day of November, 1863, at two o'clock afternoon.

RICHARD BETHELL, 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—6015.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance and Assignment.

Date of Deed—30th day of October, 1863.

Date of execution by Debtor—30th day of October, 1863.

Name and description of the Debtor, as in the Deed—David Armstrong, of Bowness, in the county of Westmorland, Innkeeper and Farmer.

The names and descriptions of the Trustees or other parties to the Deed, not including the creditors—

Thomas Threlfall the younger, of Preston, in the county of Lancaster, Wine Merchant, and Thoma, Clark Ogden, of Manchester, in the said county Cotton Spinner, second part; and the creditors of the said debtor, third part.

A short statement of the nature of the Deed—Conveyance and Assignment to the above-named trustees of all the debtor's real and personal estate and effects for the equal benefit of his creditors.

When left for Registration—18th November, 1863, at three o'clock.

RICHARD BETHELL, 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—6016.

Title of Deed whether Deed of Assignment, Composition, or Inspectorship—Conveyance and Assignment.

Date of Deed—16th day of November, 1863.

Date of execution by Debtor—16th day of November, 1863.

Name and description of the Debtor, as in the Deed—James Edward Dawson, of No. 75, Bridge-street, Manchester, and of No. 3, Burgess-villas, Hyde-road, near Manchester, in the county of Lancaster, Attorney-at-Law, of the first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Samuel Pearson, of Gartside-street, Manchester, in the county of Lancaster, Gentleman, of the second part; and the several other persons creditors, of the third part.

A short statement of the nature of the Deed—Conveyance and Assignment by the debtor to the said trustee of all his real and personal estate and effects, in trust, for the equal benefit of the creditors of the said debtor.

When left for Registration—18th November, 1863, at three o'clock.

RICHARD BETHELL, 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 Trusts 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 98:—

Number—6017.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Deed of Inspectorship and Release.

Date of Deed—22nd October, 1863.

Date of execution by Debtor—22nd October, 1863.

Name and description of the Debtor, as in the Deed—George Frederick Chantrell, of Nos. 6, 8, and 31, Hatton-garden, Liverpool, in the county of Lancaster, Building Material Manufacturer and Merchant.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—James Davison, of Connah's-quay, in the county of Flint, Fire Brick Manufacturer, and William Lester, of Minera, near Wrexham, in the county of Denbigh, Lime Burner.

A short statement of the nature of the Deed—Deed of Inspectorship and Release. The debtor to pay to all his creditors 20s. in the pound (with interest) on the amount of their respective debts, by six equal instalments, at three, six, nine, twelve, fifteen, and eighteen months respectively from the date thereof, with the usual covenants by the debtor and the usual powers to the inspectors, including a power or agreement that in the event of their being dissatisfied with the conduct of the debtor in the prosecution of his business, or in enabling them to make provision for the due payment of the instalments, or any of them, they shall be at liberty to call a meeting of the creditors, and the majority in value at such meeting may resolve that the debts or so much as may remain unpaid shall at once be considered due and payable, and the debtor be sued for the same, or be called upon to execute an assignment of all his estate and effects to the inspectors for the benefit of his creditors.

When left for Registration—18th November, 1863, at four o'clock afternoon.

RICHARD BETHELL, 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—6018.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—29th October, 1863.

Date of execution by Debtor—29th October, 1863.

Name and description of the Debtor, as in the Deed—Sarah Crowder, of Peatling Parva, in the county of Leicester, Widow, late a Farmer and Grazier, but now of no occupation, of the first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—William Messenger, of Leicester, in the county of Leicester, Auctioneer, and Edmund Horatio Bardett, of Peatling Parva aforesaid, Brewery Agent, of the second part; and the creditors of the said Sarah Crowder, of the third part.

A short statement of the nature of the Deed—Assignment by the said Sarah Crowder to the said trustees of all her personal estate and effects, upon trust, after payment of the costs and expenses as therein mentioned, and the application of a sum not exceeding £20 for the benefit of the said Sarah Crowder, for the benefit of her creditors, in the same manner as if she had been declared bankrupt.

When left for Registration—18th November, 1863, at three o'clock.

RICHARD BETHELL, 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—6019.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Deed of Assignment.

Date of Deed—27th October, 1863.

Date of execution by Debtor—27th October, 1863.

Name and description of the Debtor, as in the Deed—John Elliott, of Mickley, in the county of Northumberland, Tailor and Draper.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Thomas Hudson Bainbridge, of Newcastle-upon-Tyne, Draper, Trustee.

A short statement of the nature of the Deed—The Deed is an Assignment between the said debtor and the said Thomas Hudson Bainbridge, whereby the said debtor conveys all his estate and effects to the said Thomas Hudson Bainbridge, for the benefit of the creditors of the said debtor, as if he had been at the date thereof adjudged a bankrupt.

When left for Registration—19th November, 1863, at eleven o'clock.

RICHARD BETHELL, 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, and 196, 198:—

Number—6020.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance for securing Composition.

Date of Deed—22nd October, 1863.

Date of execution by Debtor—22nd October, 1863.

Name and description of the Debtor, as in the Deed—William Campbell Beggs, of No. 42, Kentish Town-road, in the parish of Saint Pancras, in the county of Middlesex, Coal Merchant.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—George Nevill, of the Rosemary Branch, Canal Bridge, Hoxton, in the county aforesaid, Coal Merchant, and William Oliver Cramer, of No. 5, Victoria-terrace, Camden Town, in the same county, Professor of Music, Trustees.

A short statement of the nature of the Deed—Composition of 5s. in the pound to all the creditors of the said William Campbell Beggs, and Conveyance of his estate to the trustees for securing payment thereof by two instalments on the 1st February and the 1st May, 1864.

When left for Registration—19th November, 1863, at twelve o'clock.

RICHARD BETHELL, 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—6021.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship.—Deed of Composition.

Date of Deed—21st October, 1863.

Date of execution by Debtor—21st October, 1863.

Name and description of the Debtor, as in the Deed—William Henry Sherwood, of No. 12, Malcombe-place, Dorset-square, in the county of Middlesex, Doctor of Medicine, of the one or first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The creditors of the said debtor, of the other or second part.

A short statement of the nature of the Deed—Deed of Composition, whereby the creditors agree to accept a composition of 5s. in the pound, in discharge of their debts, payable 2s. 6d. within one month from the date thereof, and 2s. 6d. within six months from the date thereof, with a covenant by the creditors not to sue or take any proceedings against the debtor unless default made in payment of the said composition.

When left for Registration—18th November, 1863, at four o'clock.

RICHARD BETHELL, 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—6022.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment and Composition under Inspection.

Date of Deed—27th October, 1863.

Date of execution by Debtor—27th October, 1863.

Name and description of the Debtor, as in the Deed—William Henry Child, of Nos. 21 and 22, Providence-row, Finsbury, in the county of Middlesex, Brush Manufacturer.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Bushell King, of Cranford, in the county of Middlesex, Gentleman, and Samuel Peace Ward, of No. 156, Cheapside, in the city of London, Accountant, of the first part; the debtor, of the second part; the said Bushell King and Samuel Peace Ward, of the third part; and the creditors of the said William Henry Child, of the fourth part.

A short statement of the nature of the Deed—Assignment by trustees, under an indenture dated 7th October, 1863, for benefit of creditors of all and singular the real and personal estate conveyed by that deed to debtor, the debtor covenanting to pay a composition of 6s. in the pound, by three equal instalments of 2s. each, on the 6th April, the 6th July, and the 6th October next, to his several creditors, upon the amount of their debts and that until the composition be fully paid the estate and business of debtor to be carried on and continued under the control of the inspector.

When left for Registration—19th November, 1863, at two o'clock.

RICHARD BETHELL, 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—6023.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—The 27th October, 1863.

Date of execution by Debtor—The 27th October, 1863.

Name and description of the Debtor, as in the Deed—Joseph Evans Smith, of the parish of Ewyas Harold, in the county of Hereford, Surgeon.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Henry Stephens Duggan, of the city of Hereford, Chemist, and Richard Pryce Brown, of the said city of Hereford, Ironmonger, on behalf and with the assent of the undersigned, Joseph Evans Smith.

A short statement of the nature of the Deed—Conveyance to the trustees, absolutely, of the whole of the estate and effects of the debtor, for the benefit of his creditors, to be applied and administered as in bankruptcy.

When left for Registration—19th November, 1863, at two o'clock.

RICHARD BETHELL, 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—6024.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance and Assignment.

Date of Deed—11th November, 1863.

Date of execution by Debtor—11th November, 1863.

Name and description of the Debtor, as in the Deed—John Cowden, of No. 8, Maskell-street, in Chorlton-upon-Medlock, in the city of Manchester, in the county of Lancaster, Travelling Draper, of the first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—John Young, of No. 19, York-street, in the said city, Manufacturer, and Cochrane Kerr, of No. 2, Manor-street, in Ardwick, in the said city of Manchester, Travelling Draper, of the second part; and the creditors, of the third part.

A short statement of the nature of the Deed—Conveyance and Assignment by the said John Cowden of all his real and personal estate unto the said John Young and Cochrane Kerr, upon trust to sell and divide the proceeds among all the creditors of the said John Cowden.

When left for Registration—19th day of November, 1863, at half-past two o'clock.

RICHARD BETHELL, 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—6025.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—16th day of November, 1863.

Date of execution by Debtor—16th day of November, 1863.

Name and description of the Debtor, as in the Deed—Richard Boulton, of Macclesfield, in the county of Chester, Provision Dealer.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—James Boulton, of Macclesfield, in the county of Chester, Provision Dealer, on behalf and with the assent of the undersigned creditors of the said Richard Boulton.

A short statement of the nature of the Deed—Conveyance by the debtor of all his estate and effects to the said James Boulton, absolutely, to be applied and administered for the benefit of the creditors of the said debtor, as in bankruptcy.

When left for Registration—19th November, 1863, at half-past two.

RICHARD BETHELL, 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—6027.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—23rd October, 1863.

Date of execution by Debtor—23rd October, 1863.

Name and description of the Debtor, as in the Deed—Charles Weale, of Much Wenlock, in the county of Salop, Draper.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Thomas Summers, of Oldbury, near Bridgnorth, in the county of Salop, Gentleman, and Reuben Spencer, of Manchester, in the county of Lancaster, Warehouseman, second part; and the creditors of the said debtor, third part.

A short statement of the nature of the Deed—Assignment of whole of debtor's personal estate and effects to the said trustees, upon trust, for equal benefit of creditors; but reserving any surplus over 1*s.* in the pound for the debtor.

When left for Registration—19th November, 1863, at four o'clock.

RICHARD BETHELL, Registrar.

No. 22790.

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—6028.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—22nd October, 1863.

Date of execution by Debtor—22nd October, 1863.

Name and description of the Debtor, as in the Deed—Henry Phelps George, of the Public-inn, known by the sign of the Royal Hotel, in Queen-street East, Pembroke Dock, in the county of Pembroke, Licensed Victualler.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—John George, of Queen-street East, Pembroke Dock, in the county of Pembroke, Gentleman, on behalf and with the assent of the creditors of the debtor.

A short statement of the nature of the Deed—Conveyance of all the debtor's estate and effects to the trustee absolutely, to be applied and administered for the benefit of the creditors of the said debtor, in like manner as in bankruptcy.

When left for Registration—19th November, 1863, at four o'clock.

RICHARD BETHELL, Registrar.

NOTICE is hereby given, that the following is a copy of an entry made in the books 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—6029.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—23rd October, 1863.

Date of execution by Debtor—23rd October, 1863.

Name and description of the Debtor, as in the Deed—John Llewellyn, of the Public Inn, known by the sign of the Burton Brewery, in Diamond-street, Pembroke Dock, in the county of Pembroke, Licensed Victualler.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—William Warlow, of Water-street, in Pembroke Dock aforesaid, in the county of Pembroke, Cabinet Maker, on behalf and with the assent of the creditors of the debtor.

A short statement of the nature of the Deed—Conveyance of all the debtor's estate and effects to the trustee, absolutely, to be applied and administered for the benefit of the creditors of the said debtor, in like manner as in bankruptcy.

When left for Registration—19th November, 1863, at four o'clock.

RICHARD BETHELL, 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—6030.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—22nd October, 1863.

Date of execution by Debtor—22nd October, 1863.

Name and description of the Debtor, as in the Deed—Jeremiah Steele, of Heaton, in the parish of Leek, in the county of Stafford, Innkeeper and Timber Dealer.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—George Steele, of Heaton aforesaid, Farmer, on behalf and with the assent of the creditors of the debtor.

A short statement of the nature of the Deed—Conveyance by the debtor of all his estate and effects to the said George Steele, absolutely, to be applied and administered for the benefit of his creditors, as in bankruptcy.

When left for Registration—19th November, 1863, at four o'clock.

RICHARD BETHELL, 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—6031.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Deed of Assignment.

Date of Deed—26th day of October, 1863.

Date of execution by Debtor—26th day of October, 1863.

Name and description of the Debtor, as in the Deed—Charles Beanland, of the borough of Kingston-upon-Hull, Innkeeper and Victualler, of the first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Henry Cooper Gleadow, of the same borough, Brewer, and William Thackrah, of Leeds, in the West Biding of the county of York, Toll Contractor (trustees for themselves and the rest of the creditors of the said Charles Beanland, and thereafter called the trustees), of the second part; and all other persons who are creditors of the said Charles Beanland, of the third part.

A short statement of the nature of the Deed—Assignment by the said debtor of all his personal estate to the said trustees for the equal benefit of all the several creditors of the said debtor, and containing a release by the said creditors to the said debtor.

When left for Registration—The 20th day of November, 1863, at eleven o'clock.

RICHARD BETHELL, 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—6032.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—24th October, 1863.

Date of execution by Debtors—24th October, 1863.

Names and descriptions of the Debtors, as in the Deed—David Jones, of Tyncha, in the parish of Llanfawr, in the county of Merioneth, Farmer, and John Jones, of Vachdeteillog, in the parish of Llangower, of the first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Robert Michael Roberts, of High-street, in the town of Bala, in the parish of Llanyceil, Grocer and Hosier, and Thomas Jones the younger, of Brynmelyn, in the parish of Llauderfel, Farmer, both in the county of Merioneth, of the second part; and the said several persons whose names are thereunto set and subscribed, creditors of said David Jones, of third part.

A short statement of the nature of the Deed—Deed of Assignment by the said debtor and John Jones, whereby the said debtor assigned the sums of £45 and the one-sixth part or share of two several sums of £537 and £400; and the said John Jones assigned the sum of £89, as in the said deed respectively mentioned, to trustees, upon trust, for the equal benefit of his creditors.

When left for Registration—20th November, 1863, at half-past twelve o'clock.

RICHARD BETHELL, 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—6033.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Arrangement.

Date of Deed—2nd day of November, 1863.

Date of execution by Debtor—2nd day of November, 1863.

Name and description of the Debtor, as in the Deed—Edmund John Niemann, of North-hall, Englands'-lane, Haverstock-hill, in the county of Middlesex, Artist, of the one part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The several creditors of the said Edmund John Niemann, of the other part.

A short statement of the nature of the Deed—Arrangement, whereby the said Edmund John Niemann agrees to pay his said creditors the sum of 1s. in the pound on their respective debts on the 2nd day of May next, the further sum of 1s. in the pound on the 2nd day of November next, and the further sum of 1s. in the pound on the 2nd day of May and the 2nd day of

deed until all the said creditors shall have received the full 20s. in the pound upon their respective debts.

When left for Registration—20th November, 1863, at one o'clock.

RICHARD BETHELL, 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—6035.

Title of Deed, whether Deed of Assignment, Composition or Inspectorship—Conveyance.

Date of Deed—The 19th day of November, 1863.

Date of execution by Debtor—The 19th day of November, 1863.

Name and description of the Debtor, as in the Deed—Joseph Hananer, of No. 30, Howland-street, Fitzroy-square, in the county of Middlesex, and of No. 47, Lime-street, in the city of London, trading as Hananer and Company, Commission Agent.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Theodore Richard Schireitzer, of No. 26, Throgmorton-street, in the city of London, Merchant, on behalf of all the creditors and with the assent of the creditors of the said debtor.

A short statement of the nature of the Deed—Conveyance by debtor of all his estate and effects to trustee, absolutely, to be applied and administered for the benefit of the creditors of the debtor, in like manner as in bankruptcy.

When left for Registration—The 20th day of November, 1863, at half-past two o'clock.

RICHARD BETHELL, Registrar.

The Bankruptcy Act, 1861.

NOTICE is hereby given, that a meeting of the creditors of Israel Abrahams, trading as Abrahams and Company, at No. 53, Great Portland-street, Oxford-street, and at No. 52, Mortimer-street, Estate, Monetary, and General Agent, against whom a Petition for adjudication of Bankruptcy, was filed on the 15th day of October, 1863, in Her Majesty's Court of Bankruptcy, London, will be held at the Court of Bankruptcy, Basinghall-street, London, before Thomas Ewing Winslow, Esq., a Registrar of the said Court, on Tuesday, the 1st December next, at one o'clock in the afternoon, to consider a proposal of the bankrupt to his creditors, under the 185th Section of the Bankruptcy Act, 1861.

Bankruptcy Act, 1861.

In the Matter of William Hartnoll, a Bankrupt.

TAKE notice, that a meeting of the creditors of the above-named Bankrupt, will be held at the Golden Lion Inn, in the town of Barnstaple, in the county of Devon, on Friday, the 4th day of December, 1863, at the hour of twelve o'clock at noon precisely, to consider a proposal made under the 133rd Section of the Bankruptcy Act, 1861, by or on behalf of the bankrupt, to discharge the whole of his debts by means of a sum of money to be raised by a mortgage of part of his freehold property, and to determine thereon, at which meeting it will be proposed that the Assignees of the bankrupt's estate do, and shall with the authority of the Court of Bankruptcy, execute such mortgage, in such manner in all respects as the said Court shall or may order or direct.—Witness our hands the 18th day of November, 1863.

PEARSE and CROSSE, Solicitors, Southmolton, Devon.

In Re Matthew Keen and Thomas Trobe, both of Shilbottle Long Dyke Farm and Twizell Village Farm, Northumberland, Farmers and Copartners, against whom a Petition for adjudication of Bankruptcy, bearing date the 28th November, 1862, was duly filed.

I HEREBY give notice, that a First Dividend, at the rate of 1½d. in the pound, may be received by all the creditors who have proved their debts under the above estate, at my office, Royal-arcade, Newcastle-upon-Tyne, on Saturday, the 21st instant, or on any subsequent Saturday, between the hours of eleven and three o'clock. No Dividend will be paid without the production of every security exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.—November 14, 1863.

THOMAS BAKER, Official Assignee,
Newcastle-upon-Tyne.

In the Matters of George Thompson, of Broughton, in the county of Northampton, Carpenter and Wheelwright; Joseph Dines, of Rowell, in the county of Northampton, Plumber, Glazier, and Farmer; and George Summerfield, of Broughton, in the county of Northampton, Publican and Butcher, Bankrupts.—Petitions filed on the 21st day of March, 1862, on the 21st day of November, 1862, and on the 26th day of May, 1863, respectively.

I HEREBY give notice that the creditors who have proved their debts under the above estates may receive the following Dividends, on application, at my office, in Kettering, in the county of Northampton, between the hours of ten and four, any day after Wednesday, the 25th day of November, 1863.

In the Matter of George Thompson, a Dividend of 8½d. in the pound.

In the Matter of Joseph Dines, a Dividend of 5s. and 9d. in the pound, and

In the Matter of George Summerfield a Dividend of 2s. and 2½d. in the pound.

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 probate of the will or letters of administration under which they claim.—Dated this 17th day of November, 1863.

H. J. NETTLESHIP, Official Assignee.

WHEREAS John Gittos the younger, of Great Barr, in the county of Stafford, carrying on business at Great Bridge, in the parish of West Bromwich, in the said county, as Roman Cement, Coal Dust, and Charcoal Blacking Manufacturer, was duly adjudged a bankrupt, in the Birmingham District Court of Bankruptcy, on the 7th day of July, 1863, on the petition of Thomas Light Elwon and William Malcolm. This is to give notice that such adjudication of Bankruptcy was annulled by an Order of the Right Honourable the Lord High Chancellor, on the 4th day of November, 1863.—Dated this 19th day of November, 1863.

WHEREAS a Petition for adjudication of Bankruptcy was filed on the 2nd day of October, 1863, in Her Majesty's Court of Bankruptcy, at Manchester, by Joseph Varty, of No. 108, Standishgate, Wigan, in the county of Lancaster, Builder and Timber Merchant, under which he was declared bankrupt. This is to give notice that by an Order of William Thomas Jemmett, Esquire, the Commissioner of the said Court, bearing date the 18th day of November, 1863, the adjudication of Bankruptcy made against the said Joseph Varty has been annulled.

WHEREAS a Petition for adjudication of Bankruptcy was, on the 3rd day of August, 1863, filed in Her Majesty's Court of Bankruptcy, for the Leeds District, against Samuel Hirst, of Bradford, in the county of York, Woolstapler, under which the said Samuel Hirst was, on the said 3rd day of August, 1863, adjudicated and declared a Bankrupt. Notice is hereby given that by an Order of the said Court, bearing date the 17th day of November, 1863, the said adjudication of Bankruptcy was annulled.

The Bankruptcy Act, 1861.

To Walter Skinner, of No. 17, Douglas-road, Canonbury, in the county of Middlesex, Timber Merchant

TAKE notice, that by virtue of an Order of Mr. Commissioner Goulburn, made on the 18th day of November now instant, in the matter of a Judgment Debtor Summons, issued by the undersigned Thomas Fearncombe Chorley, of No. 48A, Moorgate-street, in the city of London, Solicitor, against you the said Walter Skinner, that you are hereby required to appear at the Court of Bankruptcy, Basinghall-street, in the said city of London, on Monday, the 7th day of December next, at half-past eleven of the clock in the forenoon precisely, to shew cause against the adjudication made against you on the 4th day of November now instant.—Dated this 19th day of November, 1863.

THOS. FEARNCOMBE CHORLEY, No. 48A, Moorgate-street, City, London, Solicitor.

In the Court of Bankruptcy for the Exeter District, 6, In the Matter of the Joint Stock Companies Acts, 1857, and in the Matter of the United General Bread and Flour Company for Plymouth, Stonehouse, and Devonport.

NOTICE is hereby given, that by an Order made at the Athenæum, Plymouth, on the 9th day of November, 1863, upon the application of Henry Lake Hirtzel, the Official Liquidator of the above-mentioned Company, and upon reading the affidavit of the said Henry Lake Hirtzel, sworn on the 21st day of August, 1863, and filed in this Court and the London Gazette of the 13th day of October, 1863, and the Western Daily Mercury, of the 17th, 24th, and 29th days of October, and 3rd and 7th days of November, 1863, and the Devonport Independent, of the 10th, 17th, 24th and 31st days of October, and the 7th day of November, 1863, the affidavit of William Jeffery, sworn

this day, and the exhibits thereunto annexed, and upon hearing Mr. Rundle, Solicitor for Mr. Perry, one of the contributories, and for other contributories, and Mr. Rodd, Solicitor for Mr. Martin, another of the contributories, and Mr. Reed, another of the contributories, and the examination of Henry Lake Hirtzel taken on that day, now on the file of proceedings in this matter. Biggs Andrews, Esquire, the Commissioner charged with the winding-up of the said Company, did peremptorily order that a further call of four pounds per share be made on all the contributories of the Company, who have been settled on the list of contributories, and did peremptorily order that each of such contributories should, on or before the 21st day of December, 1863, pay to the said Henry Lake Hirtzel, at his office, in Queen-street, in the city of Exeter, the balance, if any, which will be due from him after debiting his account in the Company's books with such call, and direct that a copy of this order should be advertised twice in the London Gazette, and in the Western Daily Mercury, and Devonport Independent Newspapers, and served on every one of the contributories of the said Company settled on the said list by sending a copy of such order, by post, to every of such contributories to the address now appearing on such list, and to their present address, where it can be ascertained.

The Bankruptcy Act, 1861.

Notice of Adjudications and First Meeting of Creditors.

Allvey Gee Jennings, formerly of No. 1, Vine-cottage, The Grove, Hammersmith, in the county of Middlesex, then of Frodaley, in the county of Salop, then of Pembury, near Tunbridge, in the county of Kent, then of No. 35, Camden-street, North, Camden Town; in the county of Middlesex, then of No. 25, Albert-street, Camden Town aforesaid, and now of No. 1, Oxford-terrace, Elapham-road, in the county of Surrey, formerly Apprentice and Assistant to a Surgeon and Apothecary, but now of no profession or business, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 17th day of November, 1863, 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 1st 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. R. Bailey, of No. 8, Tokenhouse-yard, is the Solicitor acting in the bankruptcy.

George Wooster (and not George Waoster, as previously advertised), of No. 8, Devonshire-terrace, Queen's-road, Peckham, in the county of Surrey, lately a Mercantile Clerk, now out of employment, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 11th day of November, 1863, 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 24th day of November instant, at twelve o'clock at noon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee; and Mr. W. F. Farmer, of No. 17A, Sise-lane, E.C., is the Solicitor acting in the bankruptcy.

Thomas Budgen, late of Upper Thames-street, in the city of London, Licensed Victualler, Wine and Spirit Merchant, but now of Little College-street, in the same city, 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 19th day of November, 1863, 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 1st 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. J. and C. Robinson, of No. 7, Queen's-street-place, City, are the Solicitors acting in the bankruptcy.

David Samuel Green, of West Wickham, near Bromley, in the county of Kent, Tailor, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 17th day of November, 1863, 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 1st day of December next, at 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 Mr. T. Wells, of Moorgate-street, is the Solicitor acting in the bankruptcy.

James Perrott, of Thorn-street, Reading, in the county of Berks, Builder, 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 16th day of November, 1863, 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 5th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Messrs. Courtenay and Croome, of No. 9, Gracechurch-street, London, for Mr. A. Beale, Reading, are the Solicitors acting in the bankruptcy.

Percy Sewell, of No. 3, Canonbury-grove, Islington, in the county of Middlesex, Commission Agent, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 16th of November, 1863, 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 5th day of December next, at 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, and Messrs. Peckham and Salt, of No. 17, Great Knight Rider-street, Doctors'-commons, are the Solicitors acting in the bankruptcy.

George Spinks, now and for the last eleven months of No. 15, Warren-street, Fitzroy-square, previously to that of Charles-street, Hampstead-road, for eleven months previously to that of Clarence-gardens, Cumberland-market, for two years and previously to that of Munster-square, Regent's-park, all in the county of Middlesex, Veneer and Wood Merchant, 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, 1863, 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 5th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. J. West, of No. 159, Euston-road, is the Solicitor acting in the bankruptcy.

William Manley, formerly of No. 2½, Fieldgate-street, Whitechapel, then of No. 12, Langley-place, Commercial-road East, both in Middlesex, then of No. 12, Stone-street, Gravesend, Kent, then of No. 12, Duncan-place, Watworth, Surrey, and now of No. 2½, Fieldgate-street, Whitechapel, Middlesex aforesaid, Hair Dresser, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 12th of November, 1863, 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 1st day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Messrs. Marshall and Son, of No. 12, Hatton-garden, London, are the Solicitors acting in the bankruptcy.

Alfred Cutler, formerly of Gadsden-row, in the county of Hertford, Farmer, then of Studham, in the same county, and of No. 1, Avenue-terrace, Hackney Downs, in the county of Middlesex, Gentleman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 13th day of November, 1863, 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 1st day of December next, at 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 Mr. F. Richardson, of No. 15, Old Jewry-chambers, London, is the Solicitor acting in the bankruptcy.

Stephen Clements, of Noak-hill, Romford, in the county of Essex, Dealer in Pigs, Pork Butcher, and Cattle Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 12th day of November, 1863, 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 1st day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. F. Richardson, of No. 15, Old Jewry-chambers, London, is the Solicitor acting in the bankruptcy.

Coleman-street, London, is the Official Assignee, and Mr. H. Padmore, of No. 27A, Bridge-road, Lambeth, is the Solicitor acting in the bankruptcy.

Barnard Marks, of No. 26, Poultry, in the city of London, Merchant, 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 September, 1863, 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 1st day of December next, at 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 Mr. M. Abrahams, of No. 17, Gresham-street, London, is the Solicitor acting in the bankruptcy.

Francis Henry Harrison (sued, committed, and detained as Frederick H. Harrison), formerly of No. 25, Clarges-street, Piccadilly, then of No. 26, Percy-street, Tottenham-court-road, and next and late of No. 4, Upton-road, Kilburn, whilst at the last-named place occasionally staying at No. 107, Tachbrook-street, Pimlico, all in the county of Middlesex, Commission Agent, formerly Medical Student, now 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 19th day of November, 1863, 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 8th day of December next, at 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, and Messrs. Lewis and Lewis, of Ely-place, Holborn, are the Solicitors acting in the bankruptcy.

John William Barnes, formerly of Green Dragon-yard, King-street, Regent-street, and then and now of No. 16, Poland-street, both in the county of Middlesex, Builder, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 17th day of November, 1863, is hereby required to surrender himself to Henry Philip Roche, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. J. R. Chidley, of No. 25, Old Jewry, is the Solicitor acting in the bankruptcy.

Charles Williams, of No. 10, Little Dean-street, Soho, in the county of Middlesex, Lapidary, 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 17th November, 1863, 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 5th day of December next, at two o'clock in the afternoon precisely, at the said Court. Mr. Hatton Hamer Stansfeld, of No. 1A, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

George Bygrave Knights (sued and known as George Knights), formerly of No. 10, Grove-hill-terrace, Camberwell, in the county of Surrey, Dealer in Iron, Steel, and Manure, then and now of No. 19, Royal-road, Watworth, also in the county of Surrey, Dealer, in Iron and Steel, 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 17th day of November, 1863, 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 14th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. Hatton Hamer Stansfeld, of No. 1A, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

Charles Williams, formerly of the Angel and Crown Inn, No. 11, Heddon-street, Regent-street, in the county of Middlesex, Licensed Victualler, and now of High-street, Southend, in the county of Essex, Cellarman to a Wine Merchant, there and now a Prisoner in the County Gaol of Essex, at Springfield, 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, 1863, 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 5th day of December next, at two o'clock in the afternoon precisely, at the said Court. Mr. Hatton Hamer Stansfeld, of No. 1A, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Duffield, of No. 30, Cornhill, London, is the Solicitor acting in the bankruptcy.

Jesse Earls, of No. 3, Wenlock-street, Old-street, Saint Luke, Working Jeweller, formerly having a place of business at No. 14A, Providence-row, Finsbury, both in the county of Middlesex, Carriage Builder, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 16th of November, 1863, 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 8th day of December next, at twelve of the clock at noon precisely, at the said Court. Mr. Hatton Hamer Stansfeld, of No. 1A, Basinghall-street, London, is the Official Assignee, and Mr. T. Beard, of No. 10, Basinghall-street, London, is the Solicitor acting in the bankruptcy.

Robert Clarke Ward, formerly of No. 6, Dalston, Buyer and Manager to a Draper, then and now of No. 3, Mildmay-place, Ball's-pond-road, Kingsland, both in Middlesex, Linen Draper, Hosiery, and Haberdasher, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 18th day of November, 1863, 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 5th day of December next, at two o'clock in the afternoon precisely, at the said Court. Mr. Hatton Hamer Stansfeld, of No. 1A, Basinghall-street, London, is the Official Assignee, and Messrs. Holt and Mason, of Quality-court, Chancery-lane, London, are the Solicitors acting in the bankruptcy.

Edwin Taylor, of No. 42, Castle-street, Holborn, in the county of Middlesex, Photographic Paper Merchant, and of No. 73, Cannon-street West, in the city of London, Secretary to the London Permanent Exhibition and International Agency Company, Limited, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 18th day of November, 1863, 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 5th day of December next, at two o'clock in the afternoon precisely, at the said Court. Mr. Hatton Hamer Stansfeld, of No. 1A, Basinghall-street, London, is the Official Assignee, and Mr. C. P. Greenhill, of No. 63, Gracechurch-street, London, is the Solicitor acting in the bankruptcy.

Thomas Hallett, of No. 9, George-lane, Eastcheap, and of No. 7, Three King-court, Lombard-street, both in the city of London, Carpenter, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 17th day of November, 1863, 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 14th day of December next, at eleven of the clock in the forenoon precisely, at the said Court. Mr. Hatton Hamer Stansfeld, of No. 1A, Basinghall-street, London, is the Official Assignee, and Mr. F. Hill, of No. 10, Basinghall-street, London, is the Solicitor acting in the bankruptcy.

Sarah Treves, of No. 47, Shepherd-street, Tenter-ground, Spitalfields, in the county of Middlesex, Widow, Grocer and Chandlers-shop Keeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 17th of November, 1863, is hereby required to surrender herself 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 5th day of December next, at one of the clock in the afternoon precisely, at the said Court. Mr. Hatton Hamer Stansfeld, of No. 1A, Basinghall-street, London, is the Official Assignee, and Mr. S. Solomon, of No. 22, Finsbury-place, London, is the Solicitor acting in the bankruptcy.

Edward Bennett, of No. 10, Church-row, Norbiton, near Kingston, in the county of Surrey, Bricklayer 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 16th day of November, 1863, 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 8th day of December next, at two of the clock in the afternoon precisely, at the said Court. Mr. Hatton Hamer Stansfeld, of No. 1A, Basinghall-street, London, is the Official Assignee, and Mr. F. E. Marshall,

of No. 9, Lincoln's-inn-fields, London, is the Solicitor acting in the bankruptcy.

Frederick Howell Gould, of No. 64, Windmill-street, Milton next Gravesend, in the county of Kent, Designer to Calico Printers, 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, 1863, 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 14th day of December next, at twelve of the clock at noon precisely, at the said Court. Mr. Hatton Hamer Stansfeld, of No. 1A, Basinghall-street, London, is the Official Assignee, and Mr. J. J. Nickoll, of No. 16, Bucklersbury, London, is the Solicitor acting in the bankruptcy.

William Clark, of No. 37, Summerford-street, North-street, Whitechapel, in the county of Middlesex, Horse-hair Manufacturer, 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 form pauperis), in London, on the 17th day of November, 1863, 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 8th 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, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

Thomas Cracknell the younger, of No. 218, Maida-vale, Edgware-road, Paddington, Middlesex, House Decorator, 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 12th day of November, 1863, 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 8th 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. Marshall and Son, of No. 12, Hatton-garden, are the Solicitors acting in the bankruptcy.

James Baldwin, of Lawrence Farm, in the parish of Buckland, near Reigate, in the county of Surrey, Farmer, and late of Solihull, in the county of Warwick, Maltster, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 13th of November, 1863, 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 8th day of December next, at one of the clock in the afternoon precisely, at the said Court. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Messrs. Linklaters and Co., of No. 7, Walbrook, are the Solicitors acting in the bankruptcy.

Joseph Hanchant, of No. 7, John-street, Green-street, Bethnal-green, in the county of Middlesex, Omnibus Proprietor, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 14th of November, 1863, 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 5th 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. H. E. Massey, of No. 8, Old-Jewry, is the Solicitor acting in the bankruptcy.

Thomas Clifford Harley, of No. 1, Popham-terrace, Britannia-fields, Lower Islington, 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 16th day of November, 1863, 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 1st 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. M. Pope, of No. 27, Austin-friars, is the Solicitor acting in the bankruptcy.

James Winearls Porter, late of the Bowling-green Hotel, Chapel-field, in the parish of Saint Peter of Mancroft, in the city of Norwich, but now residing at No. 1, Crescent-place, Chapel-fields-road, in the said city, Wine, Spirit, Porter, and Ale Merchant, carrying on business in the said city of Norwich, is the Solicitor acting in the bankruptcy.

green-stores, 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, 1863, 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 1st day of December next, at three of the 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. E. Doyle, of No. 2, Verulam-buildings, Gray's-inn, and Mr. Sadd, of Norwich, are the Solicitors acting in the bankruptcy.

John Maxwell, of No. 2, Paradise-terrace, Paradise-road, Hackney, previously of No. 8, Minerva-terrace, Barnsbury-square, Islington, both in the county of Middlesex, Cattle Salesman, 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, 1863, 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 8th 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, and Mr. Thomas Wells, of No. 47, Moorgate-street, is the Solicitor acting in the bankruptcy.

Charles Hibble, of No. 62, Tottenham-court-road, 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 17th day of November, 1863, 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 8th 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. Harrison and Lewis, of No. 24, Old Jewry, are the Solicitors acting in the bankruptcy.

Thomas Warman the elder, of North-street, Folkestone, Kent, Fishmonger, previously of the Star-inn, Radnor-street, Folkestone, Kent, Licensed Victualler and Fishmonger, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 17th day of November, 1863, 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 8th 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. E. Doyle, of No. 2, Verulam-buildings, Gray's-inn, and Mr. Morgan, of Madistone, are the Solicitors acting in the bankruptcy.

Charles Handley Read, formerly of King-square, Goswell-road, and also of Devonshire-road, Holloway, then of Mitre-terrace, Downham-road, Kingsland, and also of No. 10, Saint John's-street-road, Clerkenwell, then and late of No. 10, Charles-street, Saint John's-street-road, aforesaid, all in Middlesex, Engraver, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 18th day of November, 1863, 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 8th 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 Messrs. Holt and Mason, of Quality-court, Chancery-lane, are the Solicitors acting in the bankruptcy.

Henry Farley Burchett, of No. 71, Oxford-street, Saint Marylebone, and also of No. 68, High-street, Notting-hill both in the county of Middlesex, Boot and Shoe Manufacturer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 18th day of November, 1863, 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 8th 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. J. R. Chidley, of Old Jewry, is the Solicitor acting in the bankruptcy.

Henry Smith, of Birmingham, in the county of Warwick, out of business, previously of Birmingham aforesaid, Brass-founder, 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 17th day of November, 1863, 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 14th 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 Mr. E. Parry, of Birmingham, is the Solicitor acting in the bankruptcy.

William Westwood, of the Lye, near Stourbridge, in the county of Worcester, Currier, Leather Cutter, and Grocer and Provision Dealer, 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 6th day of November, 1863, 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 4th day of December next, at twelve at noon precisely, at the said Court, at Birmingham. Mr. George Kinnear, of No. 37, Waterloo-street, Birmingham, is the Official Assignee, and Mr. C. W. Collis, of Stourbridge, is the Solicitor acting in the bankruptcy.

John Bywater, of Castle Donington, in the county of Leicester, Wheelwright, 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 16th day of November, 1863, 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 1st of December next, at eleven o'clock in the forenoon precisely, at the said Court, at the Shirehall, Nottingham. Mr. John Harris, of Lower-pavement, Nottingham, is the Official Assignee, and Messrs. Huish and Eddowes, of Castle Donington, are the Solicitors acting in the bankruptcy.

John Pollard, of Saint Mary's-hill, Stamford, in the county of Lincoln, Butcher, 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 18th day of November, 1863, 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 2nd day of December next, at eleven of the clock in the forenoon precisely, at the said Court, at the Shirehall, Nottingham. Mr. John Harris, of Lower-pavement, Nottingham, is the Official Assignee, and William Farmery Laws, of Stamford, is the Solicitor acting in the bankruptcy.

John Evans, of Merchant-street, Aberdare, in the county of Glamorgan, Forge Manager, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Bristol District, on the 18th day of November, 1863, is hereby required to surrender himself to the Honourable Montague Wilde, the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 4th of December next, at eleven of the clock in the forenoon precisely, at the said Court, at Bristol. Alfred John Acraman, Esq., of No. 19, St. Augustine's-place, Bristol, is the Official Assignee, and Mr. Frederick James Wilcocks, of Cardiff, and Mr. Alfred Henderson, of Bristol, are the Solicitors acting in the bankruptcy.

James Merchant, of Queen-square and Welsh-back, in the city and county of Bristol, Wine Cooper and Ale and Porter Merchant, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Bristol District, on the 16th day of November, 1863, is hereby required to surrender himself to the Honourable Montague Wilde, 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 eleven in the forenoon precisely, at the said Court, at Bristol. Alfred John Acraman, Esq., of No. 19, St. Augustine's-place, Bristol, is the Official Assignee, and Messrs. Clifton and Brooking, of Bristol, are the Solicitors acting in the bankruptcy.

Daniel Organ, of High-street, Cheltenham, in the county of Gloucester, Ironmonger and Whitesmith, 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 18th day of November, 1863, is hereby required to surrender himself to the Honourable Montague Wilde, 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 eleven o'clock in the forenoon precisely, at the said Court. Alfred John Acraman, Esq., of No. 19, St. Augustine's-place, Bristol, is the Official Assignee, and Mr. George Peters Wilkes, of Gloucester, is the Solicitor acting in the bankruptcy.

Joshua Margerison, of the city and county of Bristol, Commission Agent, Consignee, 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, on the 18th day of November, 1863, is hereby required to surrender himself to the Honourable Montague Wilde, 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 eleven o'clock in the forenoon precisely, at the said Court, at Bristol. Edward Mant Miller, Esq., of No. 19, St. Augustine's-place, Bristol, is the Official Assignee, and Mr. A. Henderson, of Bristol, is the Solicitor acting in the bankruptcy.

Julia Fraley, of No. 19, Queen-square, in the city and county of Bristol, Lodging-house Keeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Bristol District, on the 17th of November, 1863, is hereby required to surrender herself to the Honourable Montague Wilde, 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 eleven o'clock in the forenoon precisely, at the said Court, at Bristol. Edward Mant Miller, Esq., of No. 19, St. Augustine's-place, Bristol, is the Official Assignee, and Messrs. Clifton and Brooking, of Bristol, are the Solicitors acting in the bankruptcy.

James Oldfield, of Pudsey, in the county of York, Cloth Manufacturer, and at the same time carrying on business at Holbeck, near Leeds, Yorkshire, as a Cloth Manufacturer, 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 17th day of November, 1863, is hereby required to surrender himself to one of the Registrars of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 1st day of December next, at eleven o'clock in the forenoon precisely, at the said Court, at the Commercial-buildings, Leeds. Mr. Theophilus Carrick, of Greek-street, Leeds, is the Official Assignee, and Mr. H. B. Harle, of Leeds, is the Solicitor acting in the bankruptcy.

Peter Cheadle, of Bradford, in the county of York, Wool-stapler and Commission Agent, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the Court of Bankruptcy for the Leeds District, on the 16th day of November, 1863, is hereby required to surrender himself to one of the Registrars of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 1st day of December next, at eleven o'clock in the forenoon precisely, at the said Court, at the Commercial-buildings, Leeds. Mr. Theophilus Carrick, of Greek-street, Leeds, is the Official Assignee, and Messrs. Wood and Killick, of Bradford, and Messrs. Cariss and Tempest, of Leeds, are the Solicitors acting in the bankruptcy.

Lewis Kelly, of Leeds, in the county of York, Silk Merchant, 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 18th day of November, 1863, is hereby required to surrender himself to one of the Registrars of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 1st day of December next, at eleven o'clock in the forenoon precisely, at the said Court, at the Commercial-buildings, Leeds. Mr. Theophilus Carrick, of Greek-street, Leeds, is the Official Assignee, and Messrs. Cariss and Tempest, of Leeds, are the Solicitors acting in the bankruptcy.

William Kay, of Bradford, in the county of York, trading under the style or firm of William Kay and Company, Machine Woolcomber, 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 17th day of November, 1863, is hereby required to surrender himself to one of the Registrars of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 1st day of December next, at eleven o'clock in the forenoon precisely, at the said Court, at the Commercial-buildings, Leeds. Mr. Theophilus Carrick, of Greek-street, Leeds, is the Official Assignee, and Messrs. Wood and Killick, of Bradford, and Messrs. Cariss and Tempest, of Leeds, are the Solicitors acting in the bankruptcy.

Robert Roberts, of No. 66, Paradise-street, Liverpool, in the county of Lancaster, Tailor, Draper, and Outfitter, 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 16th of November, 1863, is hereby required to surrender himself to one of the Registrars of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 2nd of December next, at eleven o'clock in the forenoon precisely, at the said Court, at Liverpool. Charles Turner, Esq., of No. 53, South John-street, Liverpool, is the Official Assignee, and T. S. Smith, Esq., of King-street, Liverpool, is the Solicitor acting in the bankruptcy.

George Postlethwaite, of Derwent-road, Green-lane, Within West Derby, in the county of Lancaster, and of Liverpool, in the county of Lancaster, Merchant and Agent, 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 18th of November, 1863, is hereby required to surrender himself to one of the Registrars of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 2nd day of December next, at eleven o'clock in the forenoon precisely, at the said Court, at Liverpool. Mr. George Morgan, of No. 10, Cook-street, Liverpool, is the Official Assignee, and Messrs. Evans, Son, and Sandys, of Commerce-court, Liverpool, are the Solicitors acting in the bankruptcy.

Joseph Entwistle, of No. 4, Brown-street, in the county of Lancaster, Scrivener, 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 17th of November, 1863, is hereby required to surrender himself to William Powell Murray, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 30th of November instant, at eleven in the forenoon precisely, at the said Court, at Manchester. James Stansall Pott, Esq., of No. 45, George-street, Manchester, is the Official Assignee, and Mr. Daniel Boote, of Manchester, is the Solicitor acting in the bankruptcy.

Henry Dixon, of Burnley, in the county of Lancaster, Cotton Manufacturer, Dealer and Chapman, 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 10th of November, 1863, is hereby required to surrender himself to William Powell Murray, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 1st day of December next, at eleven o'clock in the forenoon precisely, at the said Court, at Manchester. Francis Hernaman, Esq., of No. 45, George-street, Manchester, is the Official Assignee, and Messrs. Backhouse and Whittam, of Burnley, are the Solicitors acting in the bankruptcy.

Joseph Stobart, of No. 3, Grainger-street, in the town and county of Newcastle-upon-Tyne, Grocer and Tea 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 18th of November, 1863, is hereby required to surrender himself to William Sydney Gibson, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 3rd day of December next, at half-past twelve o'clock in the afternoon precisely, at the said Court, at Newcastle-upon-Tyne. Mr. Thomas Baker, of Newcastle-upon-Tyne, is the Official Assignee, and Mr. J. G. Joel, of Newcastle-upon-Tyne, is the Solicitor acting in the bankruptcy.

Thomas Walker and Conrad Selvin Kjelsen, of the town and county of Newcastle-upon-Tyne, Linen and Woollen Drapers, Copartners in trade, having been adjudged bankrupts under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Newcastle-upon-Tyne District, on the 17th of November, 1863, are hereby required to surrender themselves to William Sydney Gibson, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 3rd day of December next, at twelve o'clock at noon precisely, at the said Court, at Newcastle-upon-Tyne. Mr. Thomas Baker, of Newcastle-upon-Tyne, is the Official Assignee, and Mr. J. G. Joel, of Newcastle-upon-Tyne, is the Solicitor acting in the bankruptcy.

James Gleave, late of Whalley-street, Canal-street, Manchester, Marine Store Dealer, and late a Prisoner for Debt in the Manchester City Gaol, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, attending at the said Gaol, on the 16th day of April, 1862, and the adjudication being directed to be prosecuted in the County Court of Lancashire, holden at Manchester, 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 14th day of December next, at half-past nine o'clock in the forenoon precisely, at the said Court, Nicholas-croft, Manchester. Mr. Samuel Kay is the Official Assignee, and Mr. J. Gardner, of Manchester, is the Solicitor acting in the bankruptcy.

Thomas Brown Young the younger, otherwise Thomas Brown Young (sued as Thomas B. Young), late of No. 70, Lord-street, Cheetham-road, Manchester, in the county of

Lancaster, Commission Agent and Manufacturer of, and Dealer in, Smallwares, and now of Tunstall-hill, near Sunderland, in the county of Durham, Manufacturer of, and Dealer in, Smallwares, and having resided and carried on the said business of Manufacturer of, and Dealer in, Smallwares, at Tunstall-hill aforesaid, for the longest period of six calendar months (to wit), for the period of four calendar months next before the filing of his petition, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in formâ pauperis), filed in the County Court of Durham, holden at Durham, on the 9th day of November, 1863, is hereby required to surrender himself to William Henry Bramwell, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 2nd of December next, at twelve o'clock at noon precisely, at the County Court Office, No. 44, North Bailey, Durham. William Henry Bramwell, of Durham, is the Official Assignee, and Messrs. Thompson and Lisle, of Durham, are the Solicitors acting in the bankruptcy.

Henry Wheeler, of Wellingborough, in the county of Northampton, Licensed Victualler, Coal Merchant, and Dealer in Fire and Billet Wood, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Northamptonshire, holden at Wellingborough, on the 7th day of November, 1863, is hereby required to surrender himself to George Hodson Burnham, Esq., Deputy Registrar of the said Court, at the first meeting of creditors to be held before the said Deputy Registrar, on the 2nd day of December next, at ten o'clock in the forenoon precisely, at the County Court Office, in Wellingborough. George Hodson Burnham, of Wellingborough, is the Official Assignee, and Mr. Thomas Cook, of Wellingborough, is the Solicitor acting in the bankruptcy.

John Chapman Fletcher, of Little Lever, in the county of Lancaster, formerly Provision Dealer, and now Stonemason, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Bolton, on the 17th day of November, 1863, is hereby required to surrender himself to Thomas Holden, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 3rd day of December next, at ten o'clock in the forenoon precisely, at the Office of the said Court, at Bolton. The said Registrar is the Official Assignee, and Messrs. H. M. Richardson and Brandwood, of No. 18, Wood-street, Bolton, are the Solicitors acting in the bankruptcy.

Thomas Munton, of Midgate, Peterborough, in the county of Northampton, formerly Boot and Shoe Maker, and Dealer in Foreign Fruits, but now Journeyman Boot and Shoe Maker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Northamptonshire, holden at Peterborough, on the 17th day of November, 1863, is hereby required to surrender himself to Mr. William Daniel Gaches, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 12th of December next, at ten of the clock in the forenoon precisely, at the said Court. Mr. William Daniel Gaches is the Official Assignee, and Mr. W. F. Law, of Stamford, is the Solicitor acting in the bankruptcy.

Joseph Hillyard, late of Great Barford, but now of the town of Bedford, both in the county of Bedford, Corn Dealer and Market Gardener, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Bedfordshire, holden at Bedford, on the 18th day of November, 1863, is hereby required to surrender himself to Henry Dent Hinrich, Esq., Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at three o'clock in the afternoon precisely, at the County Court Office, St. John-street, Bedford. Henry Dent Hinrich is the Official Assignee, and Messrs. Conquest and Stimson, of Bedford, are the Solicitors acting in the bankruptcy.

William Dawson, of Masbrough, near Rotherham, in the county of York, Grocer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Rotherham, on the 16th day of November, 1863, is hereby required to surrender himself at the first meeting of creditors to be held on the 10th day of November next, at three of the clock in the afternoon precisely, at the Court-house, Rotherham. Edward Newman and William Fretwell Hoyle are the Official Assignees, and Mr. William Hirst, of Rotherham, is the Solicitor acting in the bankruptcy.

John Hardman, of Rosson Court, Salford, in the county of Lancaster, out of business, previously of Regent-road, Salford aforesaid, and formerly of Oldfield-road, Salford aforesaid, and having a Shop at Eccles, near Manchester, in

the said county, Provision Dealer, and late a Prisoner for Debt in Her Majesty's Prison at Lancaster, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in formâ pauperis), filed in the County Court of Lancashire, holden at Lancaster, on the 23th day of October, 1863, is hereby required to surrender himself to William Dunn, Esq., 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 the County Court Office, Castle-hill, Lancaster. The said Registrar is the Official Assignee, and Mr. James Gardner, of Manchester, is the Solicitor acting in the bankruptcy.

William Phillips, of No. 46, Dale-street, Liverpool, in the county of Lancaster, Machine Broker and Commission Agent, previously in lodgings at No. 8, Clarence-street, Liverpool aforesaid, and late a Prisoner for Debt in Her Majesty's Prison at Lancaster, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in formâ pauperis), filed in the County Court of Lancashire, holden at Lancaster, on the 31st day of October, 1863, is hereby required to surrender himself to William Dunn, Esq., 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 the County Court Office, Castle-hill, Lancaster. The said Registrar is the Official Assignee, and Mr. James Gardner, of Manchester, is the Solicitor acting in the bankruptcy.

James Astley, of Higher Audley-street, Blackburn, in the county of Lancaster, out of business, in lodgings, previously of Pendle-street, and formerly of Ordnance-street, both in Blackburn aforesaid, Potato Dealer and Green-grocer, and late a Prisoner for Debt in Her Majesty's Prison at Lancaster, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in formâ pauperis), filed in the County Court of Lancashire, holden at Lancaster, on the 31st of October, 1863, is hereby required to surrender himself to William Dunn, Esq., 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 the County Court Office, Castle-hill, Lancaster. The said Registrar is the Official Assignee, and Mr. James Gardner, of Manchester, is the Solicitor acting in the bankruptcy.

John Kenyon, of No. 28, Saint John-street, Preston, in the county of Lancaster, out of business, in lodgings, previously residing at No. 8, Springburn-terrace, Branch-road, and carrying on business at No. 31, Lord-street, Blackburn, in the said county, Tea and Coffee Dealer, and late a Prisoner for Debt in Her Majesty's Prison at Lancaster, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in formâ pauperis), filed in the County Court of Lancashire, holden at Lancaster, on the 3rd day of November, 1863, is hereby required to surrender himself to William Dunn, Esq., 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 the County Court Office, Castle-hill, Lancaster. The said Registrar is the Official Assignee, and Mr. James Gardner, of Manchester, is the Solicitor acting in the bankruptcy.

Thomas Royle, of Hampson-street, Salford, in the county of Lancaster, out of business, previously of the same place, Attorney-at-Law, and late a Prisoner for Debt in Her Majesty's Prison at Lancaster, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in formâ pauperis), filed in the County Court of Lancashire, holden at Lancaster, on the 31st day of October, 1863, is hereby required to surrender himself to William Dunn, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 4th of December next, at ten in the forenoon precisely, at the County Court Office, Castle-hill, Lancaster. The said Registrar is the Official Assignee, and Mr. James Gardner, of Manchester, is the Solicitor acting in the bankruptcy.

Nathaniel Smith, formerly of No. 24, Albert-road, in Luton, in the county of Bedford, Boot and Shoe Maker, and now of Houghton Regis, in the county of Bedford, Boot and Shoe Maker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Bedfordshire, holden at Luton, on the 24th of October, 1863, is hereby required to surrender himself to Charles Addington Austin, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 30th of November instant, at four o'clock in the afternoon precisely, at the said Court. Charles Addington Austin is the Official Assignee, and William Balcombe Simpson, of Saint Alban's, Herts, is the Solicitor acting in the bankruptcy.

Joseph John Talkington, of Cheetwood-lane, Cheetam, near Manchester, in the county of Lancaster, Merchant's

Clerk, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Salford, on the 16th day of November, 1863, 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 5th day of December next, at half-past nine o'clock in the forenoon precisely, at the Court-house, Encombe-place, Salford. Mr. Frederick Copley Hulton is the Official Assignee, and Mr. James Gardner, of Manchester, is the Solicitor acting in the bankruptcy.

William Pugh, for four months last past residing at No. 19, Crowther-street, Salford, in the county of Lancaster, occasionally following the business of a Boot and Shoe Manufacturer, and for three years previously residing and carrying on business as a Boot and Shoe Manufacturer, at No. 7, Bexley-street, in Salford aforesaid, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Salford, on the 17th day of November, 1863, 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 5th day of December next, at half-past nine of the clock in the forenoon precisely, at the Court-house, Encombe-place, Salford. Mr. Frederick Copley Hulton is the Official Assignee, and Mr. William Ambler, of Manchester, is the Solicitor acting in the bankruptcy.

Charles Lowes, of No. 128, Great Jackson-street, Hulme, in the county of Lancaster, Printer and Engraver, and formerly of No. 122, Leaf-street, Hulme aforesaid, Printer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Salford, on the 17th day of November, 1863, 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 5th day of December next, at half-past nine of the clock in the forenoon precisely, at the Court-house, Encombe-place, Salford. Mr. Frederick Copley Hulton is the Official Assignee, and Mr. James Leyland Hodgson, of Manchester, is the Solicitor acting in the bankruptcy.

Francis Henry Smith, late of Charlotte-street, in the city and county of Bristol, Dealer in Horsehair, but now a Prisoner for Debt in the Gaol at Bristol, having been adjudged bankrupt (in formâ pauperis) by the Judge of the County Court of Gloucestershire, holden at Bristol, on the 3rd day of November, 1863, is hereby required to surrender himself to Edward Harley and James Gibbs, Esqrs., the Registrars of the said Court, at the first meeting of creditors to be held before the said Registrars, on the 4th day of December next, at twelve of the clock at noon precisely, at the Guildhall, Bristol. Edward Harley and James Gibbs, Esqrs., are the Official Assignees.

James Channon, late of Queen's road, in the city and county of Bristol, Veterinary Surgeon, but now a Prisoner for Debt in the Gaol at Bristol, having been adjudged bankrupt (in formâ pauperis) by the Judge of the County Court of Gloucestershire, holden at Bristol, on the 3rd day of November, 1863, is hereby required to surrender himself to Edward Harley and James Gibbs, Esqrs., the Registrars of the said Court, at the first meeting of creditors to be held before the said Registrars, on the 4th day of December next, at twelve o'clock at noon precisely, at the Guildhall, Bristol. Edward Harley and James Gibbs, Esqrs., are the Official Assignees.

James David, late of the Merchant's Arms, Merchant-street, in the city and county of Bristol, Licensed Victualler, afterwards of Newfoundland-gardens, and since then of Albert-street, Baptist Mills, but now a Prisoner for Debt in the Gaol at Bristol, having been adjudged bankrupt (in formâ pauperis) by the Judge of the County Court of Gloucestershire, holden at Bristol, on the 3rd of November, 1863, is hereby required to surrender himself to Edward Harley and James Gibbs, Esqrs., the Registrars of the said Court, at the first meeting of creditors to be held before the said Registrars, on the 4th day of December next, at twelve o'clock at noon precisely, at the Guildhall, Bristol. Edward Harley and James Gibbs, Esqrs., are the Official Assignees.

Thomas Bembridge, of No. 81, Weaman-street, Birmingham, in the county of Warwick, Victualler and Gun Barrel Rifer, and previously of the back of No. 74, Weaman-street, and part of the same time occupying a house at No. 6, Smith-street, Bloomsbury, both in Birmingham aforesaid, Gun Barrel Rifer, having been adjudged bankrupt under a Petition for adjudication of bankruptcy, filed in the County Court of Warwickshire, holden at Birmingham, on the 16th day of November, 1863, 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 21st day of Decem-

ber next, at ten o'clock in the forenoon precisely, at the Court-house, Waterloo-street, Birmingham. The Registrar of the said Court is the Official Assignee, and Mr. Edwin Allen, of No. 47, Union-passage, Birmingham, is the Solicitor acting in the bankruptcy.

George Ellis, of No. 6, Pine-street, Liverpool, in the county of Lancaster, Foreman Wheelwright, and formerly of Parwich, near Ashborne, in the county of Derby, Wheelwright, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Liverpool, on the 17th day of November, 1863, is hereby required to surrender himself to Henry Hime, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 1st day of December next, at three o'clock in the afternoon precisely, at the Registrar's Office in the said Court, at No. 80, Lime-street, Liverpool. Mr. Henry Hime, of No. 80, Lime-street, Liverpool, aforesaid, is the Official Assignee, and Mr. Robert Anderson, of No. 6, King-street, Liverpool, is the Solicitor acting in the bankruptcy.

John Allen, of Cropwell, Butler, in the county of Nottingham, Wheelwright, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Nottinghamshire, holden at Bingham, on the 17th day of November, 1863, 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 22nd of December next, at eleven o'clock in the forenoon precisely, at the Chesterfield Arms, in Bingham. Edwin Patchitt, Esq., of Nottingham, is the Official Assignee, and Mr. John Wilkinson Smith, of Nottingham, is the Solicitor acting in the bankruptcy.

Alice Thackwray, of Harrogate, in the county of York, Lodging-house Keeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Knaresborough, on the 18th day of November, 1863, is hereby required to surrender herself to Matthew Gill, 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 County Court Office, High-street, Knaresborough. Mr. Matthew Gill, of Knaresborough, is the Official Assignee, and Mr. H. B. Harle, of Leeds, is the Solicitor acting in the bankruptcy.

Eli Hale, of North-street, Gosport, in the county of Hants, Licensed Victualler, having been adjudged bankrupt by the Registrar of the County Court of Hampshire, holden at Winchester, attending at Winchester Gaol, on the 9th day of November, 1863, and the adjudication being directed to be prosecuted at the County Court of Hampshire, holden at Portsmouth, is hereby required to surrender himself to the Registrar of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 4th day of December next, at eleven o'clock in the forenoon precisely, at the Court-house, St. Thomas-street, Portsmouth. The said Registrar is the Official Assignee, and Mr. J. H. Paffard, of Portsea, is the Solicitor acting in the bankruptcy.

Ebenezer Bone, of No. 198, Commercial-road, Landport, Portsea, Hants, Draper's Assistant, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Hampshire, holden at Portsmouth, on the 17th day of November, 1863, 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 eleven o'clock in the forenoon precisely, at the Court-house, St. Thomas-street, Portsmouth. The said Registrar is the Official Assignee, and Mr. J. H. Paffard, of Portsea, is the Solicitor acting in the bankruptcy.

John Bowden, of South Eston, in the parish of Ormesby, in the county of York, Miner and Beerhouse Keeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Durham, holden at Stockton-on-Tees and Middlesbrough, on the 17th day of November, 1863, is hereby required to surrender himself to Timothy Crosby, Gentleman, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 30th day of November instant, at three o'clock in the afternoon precisely, at the Registrar's Office, in the said Court, Bridge-road, Stockton-on-Tees. Mr. Timothy Crosby, of Stockton, is the Official Assignee, and Mr. Arthur Griffin, of Middlesbrough, is the Solicitor acting in the bankruptcy.

James Jackson, residing at Miller-street, both within Heywood, in the county of Lancaster, File Manufacturer, having been adjudged bankrupt under a Petition for

adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Bury, on the 17th day of November, 1863, is hereby required to surrender himself to Mr. Thomas Grundy, the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 3rd day of December next, at No. 14, Union-street, Bury. Mr. Thomas Grundy, of Bury, is the Official Assignee, and Mr. Watson, of Bury, is the Solicitor acting in the bankruptcy.

Frederick Pattison, of No. 4, Milton-road, in the parish of Milton-next-Gravesend, in the county of Kent, Trinity Pilot, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Kent, holden at Gravesend, on the 17th day of November, 1863, is hereby required to surrender himself to Mr. Francis Southgate, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 2nd day of December next, at eleven o'clock in the forenoon precisely, at the said Court, in King-street, Gravesend. Mr. Francis Southgate, of Gravesend, is the Official Assignee, and Mr. George Edward Sharland, of the Townhall, Gravesend, is the Solicitor acting in the bankruptcy.

George King, of the borough of Leicester, Currier and Leather Seller, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Leicestershire, holden at Leicester, on the 17th day of November, 1863, is hereby required to surrender himself to Mr. Thomas Ingram, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 2nd day of December next, at half-past ten o'clock in the forenoon precisely, at the said Registrar's Office, No. 34, Pocklington's-walk, Leicester. Mr. Thomas Ingram, of Leicester, is the Official Assignee, and Mr. Joseph Barber Haxby, of Belvoir-street, Leicester, is the Solicitor acting in the bankruptcy.

Edward Dodd, of No. 35, Entry-lane, Strickland-gate Kendal, in the county of Westmoreland, Black and White Smith, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Westmorland, holden at Kendal, on the 18th day of November, 1863, is hereby required to surrender himself to Mr. John Wilson, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 2nd day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. John Wilson is the Official Assignee, and Mr. Robert Fisher Thompson, of Kendal, is the Solicitor acting in the bankruptcy.

George Spring, of the City of Lincoln, Painter and Paper Hanger, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lincolnshire, holden at Lincoln, on the 16th of November, 1863, is hereby required to surrender himself to Field Uppleby, Esquire, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 30th day of November instant, at eleven o'clock in the forenoon precisely, at the said Court. The above-named Registrar is the Official Assignee, and Messrs. Brown and Son, of Lincoln, are the Solicitors acting in the bankruptcy.

Henry Damain Scott, of Boston, in the county of Lincoln, Carver and Gilder, Dealer in Pictures, and Fancy Stationery, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lincolnshire, holden at Boston, on the 14th day of November, 1863, is hereby required to surrender himself to Meaburn Staniland, Esq., Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 28th day of November instant, at twelve o'clock at noon precisely, at the said Court. The above-named Registrar is the Official Assignee, and Messrs. Brown and Son, of Lincoln, are the Solicitors acting in the bankruptcy.

Edward Gavan, residing at Foundry-street, in the township of Windle, within St. Helen's, in the county of Lancaster, Tailor and Draper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at St. Helen's, on the 18th day of November, 1863, is hereby required to surrender himself to John Ansdell, Esq., Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 3rd day of December next, at eleven o'clock in the forenoon precisely, at the Offices of the said Court. John Ansdell, Esq., is the Official Assignee, and Mr. Silvester Marsh, of No. 15, Market-street, St. Helen's, is the Solicitor acting in the bankruptcy.

William Smith, of King-street, Cottingham, in the county of York, Grocer and Confectioner, having been adjudged bankrupt under a Petition for adjudication of

Bankruptcy, filed in the County Court of Yorkshire, holden at Kingston-upon-Hull, on the 18th day of November, 1863, is hereby required to surrender himself to Mr. Charles Henry Phillips, the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 30th day of November instant, at twelve o'clock at noon precisely, at the Office of the said Court, No. 77, Lowgate, Hull. The said Mr. Charles Henry Phillips, of No. 77, Lowgate, Hull, is the Official Assignee, and Mr. Joseph Walker, of Parliament-street, Hull, is the Solicitor acting in the bankruptcy.

William Lewis, of the town and county of the town of Kingston-upon-Hull, Smack Owner, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Kingston-upon-Hull, on the 17th day of November, 1863, is hereby required to surrender himself to Mr. Charles Henry Phillips, the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 30th day of November instant, at eleven o'clock in the forenoon precisely, at the Office of the said Court, No. 77, Lowgate, Hull. Mr. Charles Henry Phillips, of No. 77, Lowgate, Hull, is the Official Assignee, and Mr. J. W. Pettinell, of Bowlalley-lane, Hull, is the Solicitor acting in the bankruptcy.

George Lines, heretofore of Marston Saint Lawrence, in the county of Northampton, Pig Dealer, afterwards of Wavendon, in the county of Buckingham, Farm Bailiff, and now of Wavendon aforesaid, out of business, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Buckinghamshire, holden at Newport Pagnel, on the 13th day of November, 1863, is hereby required to surrender himself to John Parrott, 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 said Court. John Parrott, Esq., of Stony Stratford, is the Official Assignee, and William Stimson the younger, of Bedford, is the Solicitor acting in the bankruptcy.

Ebenezer Sumner, now and for two years and a half last past of High-street, in the town of Pontypool, in the county of Monmouth, Boot and Shoe Maker, previously and for six months of West-place, in Pontypool aforesaid, Boot and Shoe Maker, previously and for about three years of Crane-street, in Pontypool aforesaid, Journeyman Shoemaker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Monmouthshire, holden at Pontypool, on the 18th day of November, 1863, is hereby required to surrender himself to Mr. Alexander Edwards, 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 County Court Office, Pontypool. Mr. Alexander Edwards, of Pontypool, is the Official Assignee, and Mr. Edmund Butler Edwards, of Pontypool, is the Solicitor acting in the bankruptcy.

Samuel Alfred Mitchell, of Cemetery-road, Bury St. Edmund's, in the county of Suffolk, Dealer in Pigs and Cattle, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Suffolk, holden at Bury St. Edmund's, on the 13th day of November, 1863, 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 2nd day of December next, at ten o'clock in the forenoon precisely, at the County Court Office, Bury St. Edmund's. Mr. Thomas Collins, of Bury St. Edmund's, is the Official Assignee, and Mr. W. S. Walpole, of Beyton, is the Solicitor acting in the bankruptcy.

Benjamin Crees, of Kingston Deverill, in the county of Wilts, Mealman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Somersetshire, holden at Frome, on the 16th of November, 1863, is hereby required to surrender himself to Mr. Malim Messiter, the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 2nd day of December next, at one o'clock in the afternoon precisely, at the said Court. Mr. Malim Messiter, is the Official Assignee, and Herbert John Wakeman, of Warminster, is the Solicitor acting in the bankruptcy.

Joseph Nicholls, of Dudley, in the county of Worcester, Attorney's Clerk, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Worcestershire, holden at Dudley, on the 14th of November, 1863, is hereby required to surrender himself to Thomas Walker, Esq., Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 3rd day of December next, at eleven o'clock in the forenoon precisely, at the said Court.

Thomas Walker, Esq., is the Official Assignee, and Edward Marcus Warmington, of Dudley, is the Solicitor acting in the bankruptcy.

William Westwood, of Vicarage Prospect, Dudley, in the county of Worcester, Greengrocer, Tea Dealer, and Huckster, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Worcestershire, holden at Dudley, on the 16th day of November, 1863, is hereby required to surrender himself to Thomas Walker, Esq., Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 3rd day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Thomas Walker, Esq., is the Official Assignee, and Edward Marcus Warmington, of Dudley, is the Solicitor acting in the bankruptcy.

Richard William Hammond, of Babbicombe, in the parish of Saint Mary Church, in the county of Devon, Servant and Gardener, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Devonshire, holden at Newton-Abbot, on the 18th day of November, 1863, is hereby required to surrender himself to Mr. John Pidsley, the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 3rd day of December next, at eleven o'clock in the forenoon precisely, at the County Court Office, at Newton-Abbot. Mr. John Pidsley is the Official Assignee, and Mr. Henry Michelmore, of Newton-Abbot, is the Solicitor acting in the bankruptcy.

William Pearse, of the Dove Inn, Babbicombe, in the parish of Saint Mary Church, in the county of Devon, Builder, Beerhouse Keeper and Licensed Hawker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Devonshire, holden at Newton-Abbot and Torquay, on the 17th day of November, 1863, is hereby required to surrender himself to Mr. John Pidsley, the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 1st day of December next, at eleven o'clock in the forenoon precisely, at the County Court Office, at Newton-Abbot. Mr. John Pidsley is the Official Assignee, and Mr. Frederic Roger Carter, of Torquay, 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 bankrupt's 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.

Robert Henry Hill (sued as Henry Hill), of No. 37, Francis-street, Newington, and previously of No. 7, Ashby-terrace, North Brixton, both in the county of Surrey, Attorney's Clerk, having been adjudged bankrupt under an adjudication of Bankruptcy, made by a Registrar attending at Horseonger-lane Gaol, and filed in Her Majesty's Court of Bankruptcy, in London, on the 20th day of October, 1863, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Robert George Cecil Fane, Esq., a Commissioner of the said Court, on the 16th 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. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street,

London, is the Official Assignee, and Mr. W. W. Aldridge of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

Edmund William Fraser, late of Anglesea Tavern, Anglesea-villas, Wellington-road, New-road, Hammer-smith, and previously of No. 8, Craigs-court, Charing Cross, both in the county of Middlesex, Beer Retailer and Builder, having been adjudged bankrupt under an adjudication of Bankruptcy, made by a Registrar attending at the Debtors' Prison for London and Middlesex, and filed in Her Majesty's Court of Bankruptcy in London, on the 21st day of October, 1863, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Robert George Cecil Fane, Esq., a Commissioner of the said Court, on the 16th 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. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. J. Weymouth, of Clifford's-inn, is the Solicitor acting in the bankruptcy.

Frederick Jones Palfrey, formerly of Saint Giles, in the city of Oxford, Draper's Assistant, and now of No. 2, Avenue-terrace, Avenue-road, Camberwell, in the county of Surrey, Window Ticket Writer, trading under the name of Frederick Jones Painter, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 15th day of May, 1863, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Robert George Cecil Fane, Esq., a Commissioner of the said Court, on the 18th day of December next, at the said Court at 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 bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

Robert Horatio William Drummond (known as Robert Drummond), formerly of Iceland Wharf, Old Ford, Bow, Road and Dust Contractor, and Manure Manufacturer, then of No. 24, Sewardstone-road, Victoria-park, then of No. 8, Stone-villas, Sbrubland-grove, Dalston, out of business, then and now of No. 37, Robinson's-road, Victoria-park, all in the county of Middlesex, Foreman to a General Contractor, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in formá pauperis), filed in Her Majesty's Court of Bankruptcy, in London, on the 29th of October, 1863, 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., a Commissioner of the said Court, on the 16th 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. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

John Thynne Carr, of No. 22, Basinghall-street, in the city of London, and No. 17, Douglas-road, Canonbury, Isington, in the county of Middlesex, Timber Merchant, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in formá pauperis), filed in Her Majesty's Court of Bankruptcy, in London, on the 28th day of October, 1863, 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., a Commissioner of the said Court, on the 16th 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. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. R. J. Dobie, of No. 39, Great James-street, Bedford-row, is the Solicitor acting in the bankruptcy.

George Danby, of No. 2A, Wigmore-street, Cavendish-square, in the county of Middlesex, Watchmaker and Jeweller, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 31st day of October, 1863, 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., a Commissioner of the said Court, on the 16th 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. Edward Watkin Edwards, of

No. 22, Basinghall-street, London, is the Official Assignee and Mr. J. P. Godfrey, of No. 5, South-square, Gray's-inn, is the Solicitor acting in the bankruptcy.

William Stannard the younger, of No. 26, Great James-street, Bedford-row, then of No. 16, Palmer-terrace, Holloway-road, Picture Frame Mounter, and late of Middle-row, Holborn, in partnership with William Stannard, as Picture Frame Dealers, all 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 27th day of October, 1863, 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., a Commissioner of the said Court, on the 16th day of December next, at the said Court, at Basinghall-street, in the city of London, at two of the clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. C. R. S. Hooper, of No. 8, Southampton-buildings, is the Solicitor acting in the bankruptcy.

John Smith, of Church-street, Wolverhampton, in the county of Stafford, Licensed Victualler and Builder, 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 8th day of October, 1863, 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 14th 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. George Kinnear, of No. 37, Waterloo-street, Birmingham, is the Official Assignee, and Messrs. H. and J. E. Underhill, of Wolverhampton, and Mr. W. A. Green, of Birmingham, are the Solicitors acting in the bankruptcy.

David Lawrence, of Rugby, in the county of Warwick, Dealer in Pictures and other Works of Art, 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 21st day of October, 1863, 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 14th day of December next, at the said Court, at Birmingham, at eleven of the clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George Kinnear, of No. 37, Waterloo-street, Birmingham, is the Official Assignee, and Mr. John Webb, of Birmingham, is the Solicitor acting in the bankruptcy.

Thomas Minshall, of Sharples Green, in the parish of Stone, in the county of Stafford, out of employment, and now a Prisoner for Debt in the Gaol at Stafford, in the county of Stafford, 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 October, 1863, 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 14th 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. George Kinnear, of No. 37, Waterloo-street, Birmingham, is the Official Assignee, and Mr. A. L. Young, of Longton, and Messrs. Hodgson and Son, of Birmingham, are the Solicitors acting in the bankruptcy.

Edward Smith, of Oldswinford, in the county of Worcester, Builder and Contractor, 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 21st day of October, 1863, 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 14th day of December next, at the said Court, at Birmingham, at eleven of the clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George Kinnear, of No. 37, Waterloo-street, Birmingham, is the Official Assignee, and Mr. T. Bedford, of Stourbridge, and Messrs. James, Knight, and Griffin, of Birmingham, are the Solicitors acting in the bankruptcy.

Robert Thomas Tasker, of Birmingham, in the county of Warwick, Tailor, 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 4th day of November, 1863, 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 14th 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. George Kinnear, of No. 37, Waterloo-street, Birmingham, is the Official Assignee, and Messrs. James, Knight, and Griffin, of Birmingham, are the Solicitors acting in the bankruptcy.

Richard Badger, of Smethwick, in the county of Stafford, Gentleman, 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 June, 1863, 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 14th day of December next, at the said Court, at Birmingham, at eleven of the clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George Kinnear, of No. 37, Waterloo-street, Birmingham, is the Official Assignee, and Mr. John Pearman, of Stourbridge, is the Solicitor acting in the bankruptcy.

Michael Hickey, of Livery-street, Birmingham, in the county of Warwick, Grocer and Provision 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 17th of October, 1863, 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. Mr. Frederick Whitmore, of No. 17, Waterloo-street, Birmingham, is the Official Assignee, and Mr. J. M. Green, of Birmingham, is the Solicitor acting in the bankruptcy.

Bernard Wheelwright, of Birmingham, in the county of Warwick, Jeweller, 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 9th day of October, 1863, 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 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. 17, Waterloo-street, Birmingham, is the Official Assignee, and Mr. William Barber, of Birmingham, is the Solicitor acting in the bankruptcy.

Henry Reynolds, of Birmingham, in the county of Warwick, Scrivener, 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, 1863, 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 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. 17, Waterloo-street, Birmingham, is the Official Assignee, and Messrs. James, Knight, and Griffin, of Birmingham, are the Solicitors acting in the bankruptcy.

David Nelson, of Birmingham, in the county of Warwick, Doctor of Medicine, 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, 1863, 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. Mr. Frederick Whitmore, of No. 17, Waterloo-street, Birmingham, is the Official Assignee, and Messrs. Harrison and Wood, of Birmingham, are the Solicitors acting in the bankruptcy.

William Beckworth, of Whitwick, in the county of Leicester, Builder, 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 3rd day of November, 1863, 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 8th day of December next, at the said

Court, at the Shirehall, Nottingham, at half-past eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. John Harris, of Low-pavement, Nottingham, is the Official Assignee, and Mr. William Pettit Dewes, of Ashby-de-la-Zouch, and Messrs. Hodgson and Son, of Birmingham, are the Solicitors acting in the bankruptcy.

Robert Flint, late of Duffield, in the county of Derby, Butter Huckster, late a Prisoner for Debt in the Gaol or Prison at Derby, in the county of Derby, having been adjudged bankrupt under an adjudication of Bankruptcy, made by a Registrar of the County Court attending at the Gaol of Derby, and filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 22nd day of October, 1863, 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 8th day of December next, at the said Court, at the Shirehall, Nottingham, at half-past eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. John Harris, of Low-pavement, Nottingham, is the Official Assignee, and Mr. S. Maples, of Nottingham, is the Solicitor acting in the bankruptcy.

John Benjamin Riley (trading and known as John Riley), late of Canal-street, Nottingham, in the county of Nottingham, Slater, and Dealer in Building Materials, having been adjudged bankrupt under an adjudication of Bankruptcy, made by the Registrar of the Court of Bankruptcy, attending at the Gaol at Nottingham, and filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 9th of October, 1863, 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 8th day of December next, at the said Court, at the Shirehall, Nottingham, at half-past eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. John Harris, of Low-pavement, Nottingham, is the Official Assignee, and Mr. S. Maples, of Nottingham, is the Solicitor acting in the bankruptcy.

Robert Barker, of Huddersfield, in the county of York, Cotton Spinner, 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 2nd day of November, 1863, 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 15th day of December next, at the said Court, Commercial-buildings, Leeds, at a quarter past eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Theophilus Carrick, of Greek-street, Leeds, is the Official Assignee, and Messrs. Murray and Wingley, of Oldham, and Messrs. Bond and Barwick, of Leeds, are the Solicitors acting in the bankruptcy.

David Alexander Barry, formerly of Charlotte Town, Prince Edward Island, in British North America, Ship Builder and Dealer in General Stores, afterwards of Boston, in the United States of America, out of business, afterwards of Chatham, in New Brunswick, British North America, Grocer and Junkeeper, but now residing on board a vessel called the Sea King, lying in the Huskinson Dock, at Liverpool, in the county of Lancaster, 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 15th day of September, 1863, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Henry James Perry, Esq., the Commissioner of the said Court, on the 15th day of December next, at the said Court, at Liverpool, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Charles Turner, Esq., of No. 53, South John-street, Liverpool, is the Official Assignee, and Messrs. Evans, Son, and Sandys, of Commerce-court, Lord-street, Liverpool, are the Solicitors acting in the bankruptcy.

George Wynne, of Mostyn-street, Llandudno, in the county of Carnarvon, Beerhouse Keeper, 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 17th day of October, 1863, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Henry James Perry, Esq., the Commissioner of the said Court, on the 15th day of December next, at the said Court, at Liverpool, at twelve o'clock at noon precisely, the day last aforesaid being the day limited

for the said bankrupt to surrender. Charles Turner, Esq., of No. 53, South John-street, Liverpool, is the Official Assignee, and Messrs. Evans, Son, and Sandys, of Commerce-court, Lord-street, Liverpool, are the Solicitors acting in the bankruptcy.

Woolf Aronsberg, of No. 36, Great Orford-street, Liverpool, in the county of Lancaster, Dealer in Stereoscopic and Photographic Portraits, 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 31st day of October, 1863, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Henry James Perry, Esq., a Commissioner of the said Court, on the 21st day of December next, at the said Court, at Liverpool, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Charles Turner, of No. 53, South John-street, Liverpool, is the Official Assignee, and Mr. Best, of South John-street, Liverpool, is the Solicitor acting in the bankruptcy.

James Parker, of No. 100, Saint Andrew-street, Liverpool, in the county of Lancaster, Licensed Victualler, 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 30th day of October, 1863, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Henry James Perry, Esq., the Commissioner of the said Court, on the 15th day of December next, at the said Court, at Liverpool, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Charles Turner, Esq., of No. 53, South John-street, Liverpool, is the Official Assignee, and Henry Bremner, Esq., of Druid-court, Dale-street, Liverpool, is the Solicitor acting in the bankruptcy.

John Parker Hall, of No. 8, Key-street, Liverpool, in the county of Lancaster, Commission 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 Liverpool District, on the 24th day of October, 1863, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Henry James Perry, Esq., the Commissioner of the said Court, on the 16th day of December next, at the said Court, at Liverpool, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. George Morgan, Esq., of No. 10, Cook-street, Liverpool, is the Official Assignee, and Messrs. Evans, Son, and Sandys, of Commerce-court, Liverpool, are the Solicitors acting in the bankruptcy.

John Okell, of Dale-street, Liverpool, in the county of Lancaster, Chemist and Druggist, 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 October, 1863, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Henry James Perry, Esq., the Commissioner of the said Court, on the 16th day of December next, at the said Court, at Liverpool, at eleven in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. George Morgan, Esq., of No. 10, Cook-street, Liverpool, is the Official Assignee, and Messrs. Forshaw, Goodman, and Hawkins, of No. 12, Sweeting-street, Liverpool, are the Solicitors acting in the bankruptcy.

William Hooker, late lodging at No. 141, West Derby-road, Liverpool, in the county of Lancaster, prior thereto residing at Old Hall, Little Neston, in the county of Chester, out of business, and formerly of Roscommon-street, Everton, in the county of Lancaster, 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 17th day of October, 1863, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Henry James Perry, Esq., the Commissioner of the said Court, on the 15th of December next, at the said Court, at Liverpool, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. George Morgan, Esq., of No. 10, Cook-street, Liverpool, is the Official Assignee, and Mr. Joseph Best, of No. 42, South John-street, Liverpool, is the Solicitor acting in the bankruptcy.

Henry Dennis and Samuel Cheetham, both of Denton, in the county of Lancaster, Joiners and Builders, carrying on business in copartnership together under the style or firm of Dennis and Cheetham, 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 30th day of October, 1863, a public sitting, for the said bankrupts to pass their Last Examination, and make application for their Discharge, will be held before William Powell Murray, Esq., a Registrar of the said Court, on the 7th day of December next, at the said Court, at Manchester, at twelve of the clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. James Stansall Pott, Esq., of No. 45, George-street, Manchester, is the Official Assignee, and Mr. James Gardner, of Manchester, is the Solicitor acting in the bankruptcy.

James Carruthers, formerly of Burlington-street, Barrow, near Ulverston, in the county of Lancaster, Stonemason, and late a Prisoner for Debt in Her Majesty's Prison at Lancaster, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in formâ pauperis), filed in the County Court of Lancashire, holden at Lancaster, on the 3rd day of October, 1863, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before William Adam Hulton, Esq., the Judge of the said Court, on the 4th day of December next, at the said Court, at Lancaster, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. William Dunn, of Lancaster, is the Official Assignee, and Mr. James Gardner, of Manchester, is the Solicitor acting in the bankruptcy.

William Parkinson, formerly of Over Darwen, near Blackburn, in the county of Lancaster, out of business, in lodgings, previously of Clayton-street, Blackburn aforesaid, Cloth Manufacturer, and late a Prisoner for Debt in Her Majesty's Prison at Lancaster, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in formâ pauperis), filed in the County Court of Lancashire, holden at Lancaster, on the 5th day of October, 1863, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before William Adam Hulton, Esq., the Judge of the said Court, on the 4th day of December next, at the said Court, at Lancaster, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. William Dunn, of Lancaster, is the Official Assignee, and Mr. James Gardner, of Manchester, is the Solicitor acting in the bankruptcy.

Robert McKend, late of Skerton, near Lancaster, in the county of Lancaster, previously of No. 10, Kent-street, Kendal, Westmorland, formerly of No. 18, John-street, Blackburn, in the said county of Lancaster, Travelling Draper, and a Prisoner for Debt in Her Majesty's Prison at Lancaster, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in formâ pauperis), filed in the County Court of Lancashire, holden at Lancaster, on the 3rd day of October, 1863, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before William Adam Hulton, Esq., the Judge of the said Court, on the 4th day of December next, at the said Court, at Lancaster, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. William Dunn, of Lancaster, is the Official Assignee, and Mr. James Gardner, of Manchester, is the Solicitor acting in the bankruptcy.

Thomas Lockey Carr, formerly of Willington, in the county of Durham, Lemonade Manufacturer, afterwards of Willington aforesaid, Lemonade Manufacturer, Provision Dealer and Confectioner, and now of the same place, Provision Dealer and Confectioner, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Durham, holden at Durham, on the 27th day of October, 1863, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the Judge of the said Court, on the 14th day of December next, at the said Court, at the County Court house, in Durham, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. William Henry Bramwell, of Durham, is the Official Assignee, and William Brignal, of Durham, is the Solicitor acting in the bankruptcy.

Emanuel Annable, of Stockport-road, previously of Morton View, and having a workshop in Ducie-road, Stockport-road, all in Manchester, Painter and Paper Hanger, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Manchester, on the 2nd day of November, 1863, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Owens, Esq., Judge of the said Court, on the 16th day of December next, at the said Court, Nicholas Croft, Manchester, at half-past one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Samuel Kay, is the

Official Assignee, and Mr. R. Swan, of Manchester, is the Solicitor acting in the bankruptcy.

William Strickland, now of No. 28, Richmond-street, Manchester, and for upwards of sixteen years previously residing at No. 36, Sackville-street, Manchester aforesaid, and there carrying on the business of a Grocer and Provision Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Manchester, on the 28th day of October, 1863, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Owens, Esq., the Judge of the said Court, on the 16th day of December next, at the said Court, Nicholas-croft, Manchester, at half-past one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Samuel Kay is the Official Assignee, and Messrs. Crowther and Farrington, of Manchester, are the Solicitors acting in the bankruptcy.

William Upton, in lodgings at No. 21, Henry-street, Rumbold-street, Choriton-upon-Medlock, Manchester, and lately residing at No. 9, Marsden-street, Ardwick, Manchester aforesaid, Insurance Clerk, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Manchester, on the 29th day of October, 1863, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Edward Owens, Esq., Judge of the said Court, on the 16th day of December next, at the said Court, Nicholas Croft, Manchester aforesaid, at half-past one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Samuel Kay, is the Official Assignee, and Mr. D. Boote, of Manchester, is the Solicitor acting in the bankruptcy.

George Wilson, of Clay Cross, in the county of Derby, Carrier and Beer-house Keeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Derbyshire, holden at Chesterfield, on the 19th day of October, 1863, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before William Elmsley, Esq., Judge of the said Court, on the 23rd day of December next, at the County Court, Market Hall, Chesterfield, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. William Wake and George Weller, Esqrs., Registrars of the said Court, are the Official Assignees, and John Cutts, of Chesterfield, is the Solicitor acting in the bankruptcy.

Charles Clark, of Chesterfield, in the county of Derby, Grocer and Miner, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Derbyshire, holden at Chesterfield, on the 19th day of October, 1863, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before William Elmsley, Esq., Judge of the said Court, on the 23rd day of December next, at the County Court, Market-hall, Chesterfield, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. William Wake and George Weller, Esqrs., the Registrars of the said Court, are the Official Assignees, and John Cutts, of Chesterfield, is the Solicitor acting in the bankruptcy.

John Bailey Curtis, of Wellingborough, in the county of Northampton, Shoe Manufacturer and Innkeeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Northamptonshire, holden at Wellingborough, on the 18th day of September, 1863, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Francis Ellis, Esq., the Judge of the said Court, on the 8th day of December next, at the said Court, at the Corn Exchange, Wellingborough, at twenty minutes past eleven of the clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. George Hodson Burnham, of Wellingborough, is the Official Assignee, and Robert White, of Northampton, is the Solicitor acting in the bankruptcy.

Miles Juler, of Great Yarmouth, in the county of Norfolk, Watchmaker and Jeweller, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Norfolk, holden at Great Yarmouth, on the 30th day of October, 1863, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the Judge of the said Court, on the 1st day of December next, at the said Court, at the Tollhouse Hall, Great Yarmouth, at twelve o'clock at noon precisely, the day last aforesaid

being the day limited for the said bankrupt to surrender. Charles Henry Chamberlin, of Great Yarmouth, is the Official Assignee, and William Collett Reynolds, of Great Yarmouth, is the Solicitor acting in the bankruptcy.

Jesse Crossley, Journeyman Painter, in lodgings, No. 16, Globe-street, Brick-lane, in Bradford aforesaid, theretofore of Roehdale, Lancashire, theretofore of Jowett-street, Bradford aforesaid, and theretofore of South Stockton, and theretofore Painter, of Halifax, Yorkshire, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Bradford on the 3rd day of November, 1863, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before James John Lonsdale, Esq., Judge of the said Court, on the 15th day of December next, at the said Court, at half-past ten of the clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George Robinson, of No. 1, Drewton-street, Bradford, is the Official Assignee, and Mr. John Haight, of Huddersfield, is the Solicitor acting in the bankruptcy.

John Calvert, of Harrogate, in the county of York, in lodgings, out of business, previously of Harlow Carr, near Harrogate aforesaid, Innkeeper, Bath Proprietor, and Small Farmer, formerly of Harlow Carr aforesaid, Inn-keeper, Bath Proprietor, and Small Farmer, in Copartnership with one Robert Fairburn, carrying on business in the name of Fairburn and Calvert, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Knaresborough, on the 28th of October, 1863, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Alfred Septimus Dowling, Serjeant-at-Law, Judge of the said Court, on the 10th day of December next, at the said Court, at Knaresborough, at half-past ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Matthew Gill, of Knaresborough, is the Official Assignee, and Mr. H. B. Harle, of Leeds, is the Solicitor acting in the bankruptcy.

John Moore, of Kingsley-road, the Kingsley Estate, Maidstone, in the county of Kent, out of business, previously of the Marquis of Granby Tavern, High-street, Maidstone, in the county of Kent, Licensed Victualler, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Kent, holden at Maidstone, on the 2nd day of November, 1863, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before James Espinasse, Esq., the Judge of the said Court, on the 8th day of December next, at the Sessions-house, Maidstone aforesaid, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Frederick Scudamore, is the Official Assignee, and Mr. William Henry Drew, of No. 4, New Basinghall-street, city of London, is the Solicitor acting in the bankruptcy.

Evan Sims, of James-street, in the town of Neath, in the county of Glamorgan, now in lodgings (and previously of the Rope-walk, in the said town of Neath, in the said county of Glamorgan, a Householder), Brewer's Clerk, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Glamorganshire, holden at Neath, on the 31st day of October, 1863, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Rowley Lascelles, Esq., the Deputy Judge of the said Court, on the 4th day of December next, at the said Court, at the Townhall, at Neath, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Isaac Morgan, of Neath, is the Official Assignee, and Mr. James Kempthorne, of Neath, is the Solicitor acting in the bankruptcy.

George Higgins, late of Woughton-on-the-Green, in the county of Buckingham, Butcher, and now of Cranfield, in the county of Bedford, Labourer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Buckinghamshire, holden at Newport Pagnel, on the 30th day of October, 1863, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Francis Ellis, Esq., the Judge of the said Court, on the 11th day of December next, at the said Court, at the Public Room, Newport Pagnel, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. John Parrott, of Stony Stratford, is the Official Assignee, and William Stimson the younger, of Bedford, is the Solicitor acting in the bankruptcy.

Samuel Fearnley, of Undercliffe-lane, Undercliffe, near Bradford, in the county of York, carrying on business in Otley-road, in Bradford aforesaid, as a Stone Mason and Stone Carver, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Bradford, on the 27th day of October, 1863, a public sitting for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before James John Lonsdale, Esq., the Judge of the said Court, on the 15th day of December next, at the said Court, at half-past ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George Robinson, of No. 1, Drewton-street, Bradford, is the Official Assignee, and Mr. Joseph Dawson, of Bradford, is the Solicitor acting in the bankruptcy.

John Gerry Stevens, of Pilton, in the county of Devon, Carpenter, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Devonshire, holden at Barnstaple, on the 13th day of October, 1863, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the Judge of the said Court, on the 8th day of December next, at the said Court, at the Guildhall, Barnstaple, at twelve at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. The Registrar of the said Court is the Official Assignee, and George Peard, Esq., of Castle-street, Barnstaple, is the Solicitor acting in the bankruptcy.

George Pugsley, of Ilfracombe, in the county of Devon, Butcher, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Devonshire, holden at Barnstaple, on the 4th day of November, 1863, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the Judge of the said Court, on the 8th day of December next, at the said Court, at the Guildhall, Barnstaple, at twelve of the clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. The Registrar of the said Court is the Official Assignee, and James Fraser Bromham, Esq., of Barnstaple, is the Solicitor acting in the bankruptcy.

George David Bensley, of Wells, in the county of Norfolk, Chemist and Druggist, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Norfolk, holden at Little Walsingham, on the 23rd day of October, 1863, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the Judge of the said Court, on the 8th day of December next, at the said Court at Little Walsingham, at half-past ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George Watson, of Little Walsingham, is the Official Assignee, and Mr. Thomas Garwood, of Wells, is the Solicitor acting in the bankruptcy.

John Fox, of Alsager, in the parish of Barthomley, in the county of Chester, Retailer of Beer and Butcher, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Cheshire, holden at Congleton, on the 9th day of November, 1863, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the Judge of the said Court, on the 1st day of December next, at the said Court, at the Townhall, Congleton, at ten of the clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. John Latham, Esq., of Congleton, is the Official Assignee, and Mr. Thomas Cooper, of Congleton, is the Solicitor acting in the bankruptcy.

George Davidson, formerly of Penrith, in the county of Cumberland, Innkeeper, afterwards of Carlisle, in the said county, Innkeeper, and now residing at Great Salkeld, in the said county, Agricultural Labourer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Cumberland, holden at Penrith, on the 15th day of October, 1863, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Theophilus Hastings Ingham, Esq., the Judge of the said Court, on the 12th day of December next, at the Court-room, in Penrith, at half-past nine o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Carleton Varty is the Official Assignee, and Mr. W. B. Arnison, of Penrith, is the Solicitor acting in the bankruptcy.

Robert Edward Evans (known and sued as Robert Evans), formerly of St. John's-hill, afterwards of Severn Cottage,

Coleham, and now of No. 8, Marine-terrace, all in the town of Shrewsbury, in the county of Salop, Accountant and Writing Clerk, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Shropshire, holden at Shrewsbury, on the 2nd day of November, 1863, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Uvedale Corbett, Esq., the Judge of the said Court, on the 7th day of December next, at the Shirehall, Shrewsbury, at ten of the clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Joshua John Peele, Registrar of the said Court, is the Official Assignee, and Mr. Corbet Davies, of Shrewsbury, is the Solicitor acting in the bankruptcy.

George Edwin Harriss (known and sued as Edwin Harris), formerly of No. 12, Norfolk-place, East-street, Walworth, afterwards of No. 8, West-street, Walworth, afterwards of Rye-lane, Peckham, afterwards of No. 26, Manor-place, Walworth, afterwards of Grange-road, Bermondsey, all in the county of Surrey, afterwards of No. 6, Bentinck-street, Spoho, in the county of Middlesex, afterwards of Benyon-street, Shrewsbury, in the county of Salop, and now of No. 26, Victoria-street, Shrewsbury aforesaid, Professor of Music, and Assistant to Dealers in Musical Instruments, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Shropshire, holden at Shrewsbury, on the 2nd of November, 1863, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Uvedale Corbett, Esq., the Judge of the said Court, on the 7th day of December next, at the Shirehall, Shrewsbury, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Joshua John Peele, Registrar of the said Court, is the Official Assignee, and Mr. Corbet Davies, of Shrewsbury, is the Solicitor acting in the bankruptcy.

John Karslake, of Yarnscombe, in the county of Devon, Yeoman, having been adjudged bankrupt under a Petition for adjudication in Bankruptcy, filed in the County Court of Devonshire, holden at Torrington, on the 2nd day of November, 1863, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before John Tyrrell, Esq., the Judge of the said Court, on the 7th of December next, at the Townhall, Torrington, at one in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. William Evan Price, Esq., is the Official Assignee, and Inceledon Bencraft, Esq., of Barnstaple, is the Solicitor acting in the bankruptcy.

John Edward Linsdell, of No. 5, Biggin-street, Dover, in the county of Kent, out of employ, and late of Sandgate, in the said county of Kent, Clerk in the Royal Engineer Department, at Sandgate aforesaid, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Kent, holden at Folkestone, on the 24th day of October, 1863, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Charles Harwood, Esq., the Judge of the said Court, on the 11th day of December next, at the said Court, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Ralph Thomas Brockman, of Folkestone, is the Official Assignee, and John Minter, of Folkestone, is the Solicitor acting in the bankruptcy.

John Lloyd, of Rose-hill, in the parish of Berriew, in the county of Montgomery, Plasterer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Montgomeryshire, holden at Welchpool, on the 29th day of October, 1863, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before the Judge of the said Court, on the 10th day of December next, at the said Court, at Welchpool, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Robert Devereux Harrison, of Welchpool, is the Official Assignee, and Mr. Edward Maurice Jones, of Welchpool, is the Solicitor acting in the 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 respectively required 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.

Notice is hereby given, that William Taylor, adjudged bankrupt by Her Majesty's Court of Bankruptcy for the Manchester District, on the 1st day of September, 1863, having passed his Last Examination on the 16th day of November, 1863, the Court has appointed a public sitting to be held at the said Court of Bankruptcy, at Manchester, before William Thomas Jemmett, Esq., the Commissioner of the said Court, on the 9th day of December next, at twelve o'clock at noon precisely, for considering the question of granting to the bankrupt an Order of Discharge, when the Assignee or any creditor who has proved may be heard against such Discharge.

NOTICE is hereby given, that a meeting of the creditors of William Henry Thomson, of Birmingham, in the county of Warwick, Money Scrivener, Broker, Dealer and Chapman, who was adjudicated bankrupt on the 4th day of June, 1862, will be held before a Registrar of the Court of Bankruptcy, at the Court of Bankruptcy for the Birmingham District, at Birmingham, on the 14th of December, 1863, at twelve at noon precisely, when the Creditors' Assignee will submit a statement of the whole estate of the bankrupt, as then ascertained, of the property received, and of the property outstanding, specifying the cause of its being so outstanding, and of all the receipts and all the payments thereout made; and any creditor who has proved may attend and examine such statement, and compare the receipts with the payments; and the meeting will declare, by resolution, whether any and what part of the said produce of the estate (after making a reasonable deduction for future contingencies) shall be divided amongst the creditors; and at the same time the majority in value of the creditors will determine whether any and what allowance shall be made to the bankrupt out of the estate; and 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 a meeting of the creditors of Stephen Smith, of No. 190, Sherlock-street, Birmingham, in the county of Warwick, Grocer and Provision Dealer, who was adjudicated bankrupt on the 21st day of May, 1863, will be held before a Registrar of the Court of Bankruptcy, at the Court of Bankruptcy for the Birmingham District, at Birmingham, on the 14th of December, 1863, at twelve at noon precisely, when the Creditors' Assignee will submit a statement of the whole estate of the bankrupt, as then ascertained, of the property received, and of the property outstanding, specifying the cause of its being so outstanding, and of all the receipts and all the payments thereout made; and any creditor who has proved may attend and examine such statement, and compare the receipts with the payments, and the meeting will declare, by resolution, whether any and what part of the said produce of the estate (after making a reasonable deduction for future contingencies) shall be divided amongst the creditors, and at the same meeting the majority in value of the creditors will determine whether any and what allowance shall be made to the bankrupt out of the estate; and 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.

PURSUANT to an Order of Henry James Perry, Esq., Her Majesty's Commissioner for the Court of Bankruptcy for the Liverpool District, authorised to act under a Petition for adjudication of Bankruptcy, filed on the 19th day of February, 1863, against Richard Bell, formerly of Preston, in the county of Lancaster, afterwards of Leeds, in the county of York, afterwards of the city of Glasgow, afterwards of the city of Edinburgh, afterwards of Newcastle-upon-Tyne, in the county of Northumberland, afterwards of the city of Cork, afterwards of Belfast, in the county of Antrim, afterwards of the city of Dublin, Proprietor of a Circus in each of the above places, called the Hippodrome, and late of Liverpool, in the county of Lancaster, Proprietor of a Circus called the Hippodrome, a meeting of the creditors of the said bankrupt will be held before one of the Registrars of the said Court, on the 1st day of December next, at eleven o'clock in the forenoon precisely, for the purposes mentioned in the 174th section of the Bankruptcy Act, 1861, at which meeting the Assignees will submit such statement as is mentioned in the said section, and creditors may examine the same, and the meeting will declare whether any and what part of the net produce of the estate shall be divided among the creditors, and at the same time the majority in value of the creditors will determine whether any or what allowance shall be made to the bankrupt out of his estate; and 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.

PURSUANT to an Order of Henry James Perry, Esq., Her Majesty's Commissioner for the Court of Bankruptcy for the Liverpool District, authorised to act under a Petition for adjudication of Bankruptcy, filed on the 2nd day of September, 1862, against Edward Howard and Edward Butcher, of Liverpool, in the county of Lancaster, Cabinet Makers and Copartners, trading under the style or firm of E. Howard and Company, a meeting of the creditors of the said bankrupt will be held before one of the Registrars of the said Court, on the 30th of November instant, at eleven in the forenoon precisely, for the purposes mentioned in the 174th section of the Bankruptcy Act, 1861; at which meeting the Assignees will submit such statement as is mentioned in the said section, and creditors may examine the same, and the meeting will declare whether any and what part of the net produce of the estate shall be divided among the creditors, and at the same time the majority in value of the creditors will determine whether any or what allowance shall be made to the bankrupt out of his estate; and 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.

PURSUANT to an Order of Henry James Perry, Esq., Her Majesty's Commissioner for the Court of Bankruptcy for the Liverpool District, authorised to act under a Petition for adjudication of Bankruptcy, filed on the 14th day of January, 1862, against Charles Cook, late of Liverpool, in the county of Lancaster, Master Mariner, late of the port of Liverpool, a meeting of the creditors of the said bankrupt will be held before one of the Registrars of the said Court, on the 30th day of November instant, at eleven of the clock in the forenoon precisely, for the purposes mentioned in the 174th section of the Bankruptcy Act, 1861, at which meeting the Assignees will submit such statement as is mentioned in the said section, and creditors may examine the same, and the meeting will declare whether any and what part of the net produce of the estate shall be divided among the creditors; and at the same time the majority in value of the creditors will determine whether any or what allowance shall be made to the bankrupt out of the estate; and 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.

PURSUANT to an Order of James 'Espinasse, Esq., Judge of the County Court of Kent, at Sheerness, made at a Court, holden on the 17th day of November, 1863, Robert Edmeades, Gentleman, Registrar of the said Court, authorised to act in the prosecution of a Petition against William Pidgeon, late of No. 4, Neptune-terrace, Marine-town, Sheerness aforesaid, Superannuated Master-at-Arms, who was adjudicated bankrupt on the 18th day of July, 1862, will sit on the 8th day of December next, at eleven o'clock in the forenoon precisely, at the Court-house, Sheerness aforesaid, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the said 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 Mr. Henry John Coleman, Registrar of the County Court of Yorkshire, holden at Pontefract, acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 19th day of May, 1863, by Thomas Auckland, of Knottingley, in the county of York, Potter, will sit on the 2nd day of December next, at eleven in the forenoon precisely, at the County Court Office, in Pontefract aforesaid, 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.

SAMUEL KAY, Esq., Registrar of the County Court of Lancashire, holden at Manchester, authorised to act in the prosecution of a Petition for adjudication of Bankruptcy, filed in the Court of Bankruptcy for the Leeds District, on the 18th day of December, 1862, by Charles Sydney Winscom, of White Abbey-road, in Bradford, in the county of York, Draper (the proceedings having been transferred to the said County Court), will sit on the 16th day of December next, at twelve o'clock at noon precisely, at the said Court, Nicholas Croft, Manchester, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors who have not already proved their debts are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

The Bankruptcy Act, 1861.

Notice of the Granting of Orders of Discharge.

The Bankrupts hereinafter named have had Orders of Discharge Granted or Suspended as hereinafter mentioned by the several Courts acting in prosecution of their respective Bankruptcies, and such Orders will be delivered to the Bankrupts unless an appeal be duly entered against the judgment of the Court, and notice thereof be given to the Court.

Alfred Spencer, of No. 76, Hare-street, Bethnal-green, in the county of Middlesex, Clothier, late of No. 27, Casile-street, Bethnal-green, in the said county of Middlesex, Chandler's-shop Keeper, previously of No. 21, Brill-row, Somers-town, in the said county of Middlesex, Clothier, and previously of No. 8, Church-street, Bethnal-green aforesaid, Clothier, Dealer and Chapman, adjudicated bankrupt the 17th day of July, 1863. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 18th day of October, 1863.

William Spatcher, of Northampton, in the county of Northampton, Plumber, Painter, Glazier, and Paperhanger, adjudicated bankrupt the 20th day of July, 1863. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 21st day of October, 1863.

Robert Henry Mair, late of Belgrave-place, Pimlico, Middlesex, and carrying on business at No. 22, Henrietta-street, Covent Garden, as a Bookseller and Publisher, adjudicated bankrupt the 22nd day of March, 1862. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 15th day of May, 1863.

Edward George Ellis, of No. 24, James-street, Oxford-street, in the county of Middlesex, Carpenter and Builder, Dealer and Chapman, adjudicated bankrupt the 23rd day of June, 1863. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 5th day of August, 1863.

Mary Ann Fish (Widow), of No. 11, King-street, Richmond, in the county of Surrey, Licensed Refreshment-house Keeper, and Dining-room Keeper, adjudicated bankrupt the 14th day of January, 1863. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 6th day of March, 1863.

Isaac Drinkall, of Burton, in the county of Westmorland, Painter, Plumber, Glazier, and Tin-plate Worker, adjudicated bankrupt on the 23rd day of June, 1863. An Order of Discharge was granted by the said Court of Westmorland, holden at Kirkby Lonsdale, on the 11th day of November, 1863.

Louis Dedlow, of Penrith, in the county of Cumberland, Watch Maker and Jeweller, adjudicated bankrupt on the 31st day of August, 1863. An Order of Discharge was granted by Theophilus Hastings Ingham, Esq., the Judge of the County Court of Cumberland, holden at Penrith, on the 14th day of November, 1863.

Isaac Peascod, of Ellon, in the county of Cumberland, Innkeeper, adjudicated bankrupt on the 28th day of August, 1863. An Order of Discharge was granted by Theophilus Hastings Ingham, Esq., the Judge of the County Court of Cumberland, holden at Penrith, on the 14th day of November, 1863.

THIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, made on the 1st day of October, 1863, against William Phillips Williams, of the town and county of Haverfordwest, formerly a Newspaper Proprietor and Printer, but now a Clerk to a Newspaper Proprietor and Printer, did, on the 17th day of November, 1863, grant the said bankrupt an Order of Discharge.

THIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, made on the 17th day of March, 1863, against William Harris, of Rhydfelan, lately in copartnership with Charles Davies the younger, as Davies and Harris, Colliery Proprietors, in a Colliery called Bryntail, and lately a Grocer, at Glyn Taf, in the parish of Eglwysilan, in Glamorgan-shire, did, on the 17th day of November, 1863, grant the said bankrupt an Order of Discharge.

NOTICE is hereby given, that Henry James Perry, Esq., the Commissioner of Her Majesty's Court of Bankruptcy for the Liverpool District, did, on the 12th day of November, 1863, grant an Order of Discharge to Joseph Williams, of Liverpool, in the county of Lancaster, Victualler, Dealer and Chapman, who was adjudged bankrupt under a Petition for adjudication, filed by him in the said Court, on the 16th day of September, 1863, and that such Order of Discharge will be drawn up and delivered to the

said Joseph Williams, unless an appeal be duly entered within thirty days from the said 12th day of November, 1863.

NOTICE is hereby given, that Henry James Perry, Esq., the Commissioner of Her Majesty's Court of Bankruptcy for the Liverpool District, did, on the 17th day of November, 1863, grant an Order of Discharge to Richard Rowlands, of Cae du, near Machynlleth, in the county of Montgomery, out of business, and lately carrying on business at Machynlleth aforesaid as a Victualler, who was adjudged bankrupt under a Petition for adjudication, filed by him in the said Court, on the 3rd day of October, 1863; and that such Order of Discharge will be drawn up and delivered to the said Richard Rowlands, unless an appeal be duly entered within thirty days from the said 17th day of November, 1863.

NOTICE is hereby given, that Henry James Perry, Esq., the Commissioner of Her Majesty's Court of Bankruptcy for the Liverpool District, did, on the 17th day of November, 1863, grant an Order of Discharge to Richard Rowlands, of Abercegir, near Machynlleth, in the county of Montgomery, Flannel Manufacturer, who was adjudged bankrupt under a Petition for adjudication, filed by him in the said Court, on the 5th day of October, 1863; and that such Order of Discharge will be drawn up and delivered to the said Richard Rowlands, unless an appeal be duly entered within thirty days from the said 17th day of November, 1863.

NOTICE is hereby given, that Henry James Perry, Esquire, the Commissioner of Her Majesty's Court of Bankruptcy, for the Liverpool District, did, on the 17th day of November, 1863, grant an Order of Discharge to Thomas Donaldson, of No. 67, Richmond-row, Liverpool, in the county of Lancaster, Tin Plate Worker and Dealer, who was adjudged bankrupt under a Petition for adjudication, filed by him in the said Court, on the 3rd day of October, 1863, and that such Order of Discharge will be drawn up and delivered to the said Thomas Donaldson, unless an appeal be duly entered within thirty days from the said 17th day of November, 1863.

NOTICE is hereby given, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 29th day of August, 1863, in Her Majesty's Court of Bankruptcy for the Manchester District, against Charles Henry Edward Trumpler and John Periles, of the city of Manchester, Merchants, trading under the firm of Charles Trumpler and Company, did, on the 16th day of November, 1863, allow Charles Henry Edward Trumpler, one of the said bankrupts, an Order of Discharge.

NOTICE is hereby given, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 6th day of August, 1863, in Her Majesty's Court of Bankruptcy for the Manchester District, by John Bolton, residing at Lostock Gralan, near Knutsford, in the county of Chester, and carrying on business at Sheffield, in the county of York, Cheese and Provision Dealer, Dealer and Chapman, did, on the 17th day of November, 1863, allow the said bankrupt an Order of Discharge.

NOTICE is hereby given, that an Order of Discharge under the hand of Theophilus Bennet Hoskyns Abraham, Esq., the Commissioner of Her Majesty's District Court of Bankruptcy, in the Royal-arcade, Newcastle-upon-Tyne, and under the seal of the Court, was, on the 9th day of March, 1863, granted to William Williamson, of Dalston, in the parish of Dalston, and county of Cumberland, Innkeeper and Cattle Dealer, who was adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed against him in the said Court of Bankruptcy, on the 29th day of December, 1862, subject to suspension until the 2nd day of July, 1863; and that such Order of Discharge will be drawn up and delivered to the said bankrupt, unless an appeal be duly entered within thirty days from this notice.

In the County Court of Sussex, holden at Arundel.
In the Matter of Frank Gray, of the Beach, Littlehampton, Sussex, Lime Merchant and Carrier.

WHEREAS at a public sitting of the said County Court, held on the 14th day of November, 1863, the Court granted an Order of Discharge to the said bankrupt. Notice is hereby given, that an Order of Discharge will be drawn up and delivered to the said bankrupt, after the expiration of thirty days from this date, unless, in the meantime, an appeal be duly entered against the granting thereof.

In the County Court of Kent, holden at Tonbridge Wells.
In the Matter of John Neal, of Horsmonden, in the county of Kent, Fruit Dealer, a Bankrupt.

WHEREAS at a public sitting of the Court, held this day, the Court granted an Order of Discharge to the said bankrupt. Notice is hereby given,

that an Order of Discharge will be drawn up and delivered to the said bankrupt, after the expiration of thirty days from this date, unless, in the meantime, an appeal be duly entered against the judgment of the said Court.—Dated this 13th day of November, 1863.

In the County Court of Kent, holden at Tonbridge Wells.
In the Matter of Henry Harris, of Brenebley, in the county of Kent, Plumber, a Bankrupt.

WHEREAS at a public sitting of the Court, held this day, the Court granted an Order of Discharge to the said bankrupt. Notice is hereby given, that an Order of Discharge will be drawn up and delivered to the said bankrupt, after the expiration of thirty days from this date, unless, in the meantime, an appeal be duly entered against the judgment of the said Court.—Dated this 13th day of November, 1863.

In the County Court of Montgomeryshire, holden at Welchpool.

In the Matter of William Pugh, of Hope-common, in the parish of Worthin, in the county of Salop, Miner, a Bankrupt.

WHEREAS at a public sitting of the said County Court, held on the 12th day of November, 1863, the Court granted an Order of Discharge to the said bankrupt. Notice is hereby given, that an Order of Discharge will be drawn up and delivered to the said bankrupt, after the expiration of thirty days from this date, unless, in the meantime, an appeal be duly entered against the granting thereof.

In the County Court of Montgomeryshire, holden at Welchpool.

In the Matter of Thomas Pryce, of Upperhouse, in the parish of Beniew, Farmer, a Bankrupt.

WHEREAS at a public sitting of the said County Court, held on the 12th day of November, 1863, the Court granted an Order of Discharge to the said bankrupt. Notice is hereby given, that an Order of Discharge will be drawn up and delivered to the said bankrupt, after the expiration of thirty days from this date, unless, in the meantime, an appeal be duly entered against the granting thereof.

In the County Court of Staffordshire, holden at Burton.
In the Matter of Joseph Shotton, of Burton-on-Trent, in the county of Stafford, Grocer and Provision Dealer, a Bankrupt.

WHEREAS at a public sitting of the Court, held this day, the Court granted an Order of Discharge to the said bankrupt. Notice is hereby given, that an Order of Discharge will be delivered to the bankrupt, after the expiration of thirty days from this date, unless, in the meantime, an appeal be duly entered against the judgment of the said Court.—Dated this 16th day of November, 1863.

In the County Court of Essex, holden at Chelmsford.
In the Matter of Edward Hughes, of Broomfield-road, Chelmsford, in the county of Essex, Corn Dealer, who was adjudicated Bankrupt on the 1st day of October, 1863.

WHEREAS at a public sitting of the Court, held this day, the Court granted an Order of Discharge to the said bankrupt. Notice is hereby given, that an Order of Discharge, will be drawn up and delivered to the said bankrupt, after the expiration of thirty days from this date, unless, in the meantime, an appeal be duly entered against the judgment of the said Court.—Dated this 9th day of November, 1863.

In the County Court of Sussex, holden at Hastings.
In the Matter of George Stevens, of No. 6, Prospect-place, Cuckoo-hill, Hastings, in the county of Sussex, Builder.

WHEREAS at a public sitting of the said County Court, held on the 16th day of October, 1863, the Court granted an Order of Discharge to the said bankrupt. Notice is hereby given, that an Order of Discharge will be drawn up and delivered to the said bankrupt, after the expiration of thirty days from this date, unless, in the meantime, an appeal be duly entered against the granting thereof.—Dated this 16th day of November, 1863.

In the County Court of Glamorganshire, holden at Merthyr Tydfil.

In the Matter of Jane Hall, of the Victoria Inn, High-street, Dowlais, in the parish of Merthyr Tydfil, in the county of Glamorgan, Widow, Licensed Victualler, a Bankrupt.

WHEREAS at a public sitting of the Court, held this day, the Court granted an Order of Discharge to the said bankrupt. Notice is hereby given, that an Order of Discharge will be drawn up and delivered to the said bankrupt, after the expiration of thirty days from this date, unless, in the meantime, an appeal be duly entered against the judgment of the said Court.—Dated this 18th day of November, 1863.

In the County Court of Durham, holden at Stockton-on-Tees and Middlesbrough.

In the Matter of William Jump, of Stockton, a Bankrupt.
WHEREAS at a public sitting of this Court, held on the 17th day of November, 1863, the Court granted an Order of Discharge to the said bankrupt. Notice is hereby given, that an Order of Discharge will be drawn up and delivered to the said bankrupt, after the expiration of thirty days from this date, unless, in the meantime, an appeal be duly entered against the granting thereof.

In the County Court of Yorkshire, holden at Knaresborough.

In the Matter of John Craven, of Harrogate, in the county of York, in lodgings, Carter, his wife carrying on the business of a Schoolmistress, previously of Killinghall, in the said county, Farmer; and in the Matter of Major Cowling, of Harrogate, in the county of York, Mason and Sculptor.

WHEREAS, on the 12th day of November, 1863, at a public sitting of the above Court, held this day, the Court granted an Order of Discharge to the above bankrupts. Notice is hereby given, that an Order of Discharge will be drawn up and delivered to each of the said bankrupts, after the expiration of thirty days from this date hereof, unless, in the meantime, an appeal be duly entered against the decision of the said Court.—Dated this 12th day of November, 1863.

In the County Court of Cumberland, holden at Wigton.
In the Matter of Richard Robinson, of Tarns, in the parish of Holme Cultram, in the county of Cumberland, Potato Dealer and Commission Agent, who was adjudicated Bankrupt on the 7th day of October, 1863.

WHEREAS at a public sitting of the said Court, held this day, the Court granted an Order of Discharge to the said bankrupt. Notice is hereby given, that an Order of Discharge will be drawn up and delivered to the said bankrupt, after the expiration of thirty days from this date, unless, in the meantime, an appeal be duly entered against the judgment of the said Court.—Dated this 13th day of November, 1863.

In the County Court of Norfolk, holden at Harleston.
In the Matter of Robert Catchpole, of Harleston, in the county of Norfolk, Watch and Clock Maker.

WHEREAS at a public sitting of the Court, held this day, the Court granted an Order of Discharge to the said bankrupt. Notice is hereby given, that an Order of Discharge will be drawn up and delivered to the said bankrupt, after the expiration of thirty days from this date, unless, in the meantime, an appeal be duly entered against the judgment of the said Court.—Dated this 17th day of November, 1863.

In the County Court of Suffolk, holden at Ipswich.
In the Matter of David Seammen, formerly of the Neptune Inn, Fore-street, Ipswich, in the county of Suffolk, Inn-keeper and Cab Proprietor, afterwards of Saint Margaret's-green, Ipswich aforesaid, Beerhouse Keeper and Cab Proprietor, and late and now of Saint Margaret's-green, Ipswich aforesaid, Cab Driver, a Bankrupt.

WHEREAS at a public sitting of the Court, held this day, the Court granted an Order of Discharge to the said bankrupt. Notice is hereby given, that an Order of Discharge will be drawn up and delivered to the said bankrupt, after the expiration of thirty days from this date, unless, in the meantime, an appeal be duly entered against the judgment of the said Court.—Dated this 13th day of November, 1863.

EDWARD BULLOYD, Esq., one of the Commissioners of Her Majesty's Court of Bankruptcy, authorised to act under a Petition for adjudication of Bankruptcy, filed on the 7th day of December, 1860, against Thomas Septimus Pattison and Frederick Miles, of No. 9, Laurence Pountney-hill, in the city of London, Wholesale Stationer, trading in partnership under the style or firm of Pattison and Miles, will sit on the 16th day of December next, at eleven of the clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, in the city of London, in order to make a Dividend of the estate and effects of the said 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.

THIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 9th day of September, 1857, against Howard Gill, of No. 8, Gloucester-crescent North, Porchester-square, Bayswater, in the county of Middlesex, Merchant, Dealer and Chapman, did, on the 16th day of August, 1862, allow the said bankrupt 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 the Court, and notice thereof be given to the Court.

In the County Court of Staffordshire, holden at Leek.
In the Matter of Joshua Mellor, late of the Pump-inn, Mill-street, Leek, an Insolvent Debtor.

I HEREBY give notice, that a Dividend of 8s. 6d. in the pound is payable to the creditors of the said Joshua Mellor, and may be received at my office in Russell-street, Leek, any day after Monday the 23rd day of November instant, between the hours of ten and four. No Dividend will be paid without the production of the securities exhibited at the time of proving the debt, and executors and administrators will be required to produce the probate of the will or letters of administration under which they claim.

JAMES BLOORE, Official Assignee.

County Court of Nottinghamshire, at Nottingham.
In the Matter of William Hackney, of Nottingham, an Insolvent Debtor.

TAKE notice, a Dividend of 4d. in the pound will be paid to the creditors of the above insolvent upon the debts admitted in his schedule, or proved against his estate, upon application at the office of Mr. Edwin Patchitt, the Official Assignee, in Peter Gate, Nottingham. Bills and securities to be produced.—Dated this 17th day of November, 1863.

EDWIN P. PATCHITT, Official Assignee.

County Court of Nottinghamshire, at Nottingham.
In the Matter of William Lomas, of Nottingham, an Insolvent Debtor.

TAKE notice, a Dividend of 4d. in the pound will be paid to the creditors of the above insolvent upon the debts admitted in his schedule, or proved against his estate, upon application at the office of Mr. Edwin Patchitt, the Official Assignee, in Peter Gate, Nottingham. Bills and securities to be produced.—Dated this 17th day of November, 1863.

EDWIN PATCHITT, Official Assignee.

In the County Court of Nottinghamshire, at Nottingham.
In the Matter of Edward Barrowcliffe, of Burton Joyce, an Insolvent Debtor.

TAKE notice, a Dividend of 4d. in the pound will be paid to the creditors of the above insolvent upon the debts admitted in his schedule, or proved against his estate, upon application at the office of Mr. Edwin Patchitt, the Official Assignee, in Peter-gate, Nottingham. Bills and securities to be produced.—Dated this 17th day of November, 1863.

EDWIN PATCHITT, Official Assignee.

ORDER by the Lords of Council and Session, in pursuance of the Bankruptcy Statute.

Edinburgh, 12th November, 1863.

THE Lords of Council and Session, having received the sixth annual report of the Accountant in Bankruptcy in Scotland, which, as required by the Statute, shows, as at the close of October, 1862, the state of each sequestration in Scotland returned to the Accountant in pursuance of the Statute, do hereby direct that the said report shall be published by being made patent to all concerned, at the office of the Accountant, New Register House, Edinburgh, for one year from this date, and shall, after expiry of that period, be transmitted to the Deputy Keeper of the Records; and the Lords direct this order to be published by the Accountant in the Edinburgh and London Gazettes, and in one of the advertising newspapers of Edinburgh, London, and Dublin; and the Lords direct this order to be engrossed in the books of Sederunt.

(Signed) *Dun. M'Neil*, I.P.D.

Published in obedience to the above direction by

George A. Esson,

Accountant in Bankruptcy in Scotland.

New Register House,
Edinburgh, 16th November, 1863.

THE estates of Robert Marshall, Jeweller in Glasgow, were sequestrated on the 16th day of November, 1863, by the Sheriff of Lanarkshire.

The first deliverance is dated 16th November, 1863.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock at noon, on Friday, the 27th day of November, 1863, 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 17th day of March, 1864.

A Warrant of Protection has been granted to the bankrupt.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

ROBT. MARSHALL.

THE estates of James Scott, Provision Merchant, High-street, Glasgow, carrying on business under the name of James Scott and Company, of which Company he is sole Partner, were sequestrated on the 16th day of November, 1863, by the Sheriff of the county of Lanark.

The first deliverance is dated the 16th day of November, 1863.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock noon, on Wednesday, the 25th day of November, 1863, 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 16th day of March, 1864.

A Warrant of Protection has been granted to the bankrupt till the meeting for election of Trustee.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

JOHN STRACHAN,

51, St. Vincent-street, Glasgow, Agent.

THE estates of John Anderson Newlands, Wright, residing at Whitehill, parish of Cathcart, and county of Renfrew, as an individual, and as sole partner of the

firm lately carrying on business in Glasgow as Wrights, under the designation of John A. Newlands and Company, and also as a partner of the late firm of M'Kenzie and Newlands, Wrights, in Glasgow, were sequestrated by the Sheriff of Renfrewshire on the 16th day of November, 1863.

The first deliverance is dated the 16th November, 1863.

The meeting to elect Trustee and Commissioners is to be held within the George Hotel, Paisley, on Tuesday, the 24th day of November current, at 11 o'clock forenoon.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 16th day of March, 1864.

A Warrant of Protection has been granted to the Bankrupt.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

J. MILLAR, Agent,

108, West George-street, Glasgow.

THE estates of Messrs Thomas Gibb and Son, Merchants and Commission Agents, Roxburgh-place, Edinburgh, as a Company, and Andrew Gibb, residing in Buccleuch-place, Edinburgh, and Charles Andrew Martin, residing in Montague-street there, the Individual Partners of the said Company, as Partners, and as Individuals, were sequestrated on the 14th November, 1863, by the Sheriff of the county of Edinburgh.

The first deliverance is dated the 14th November, 1863.

The meeting to elect the Trustee and Commissioners is to be held at one o'clock afternoon, on Friday the 27th day of November, 1863, within Messrs. 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 14th day of March, 1864.

A Warrant of Protection has been granted to the Bankrupt.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

D. TODD LEES, S.S.C., Agent,

15, Dublin-street, Edinburgh.

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.

Published by THOMAS LAWRENCE BEHAN, Editor, Manager, and Publisher, of No. 26, Charles Street, in the Parish of St. James, at No. 45, St. Martin's Lane, in the Parish of St. Martin-in-the-Fields, both in the County of Middlesex.

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Friday, November 20, 1863.

Price One Shilling.